



INSIDE THIS ISSUE

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ZACH DEIANA YOUNG AND ON THE RISE

DEREK FISHER WHATEVER HAPPENED TO HIM?



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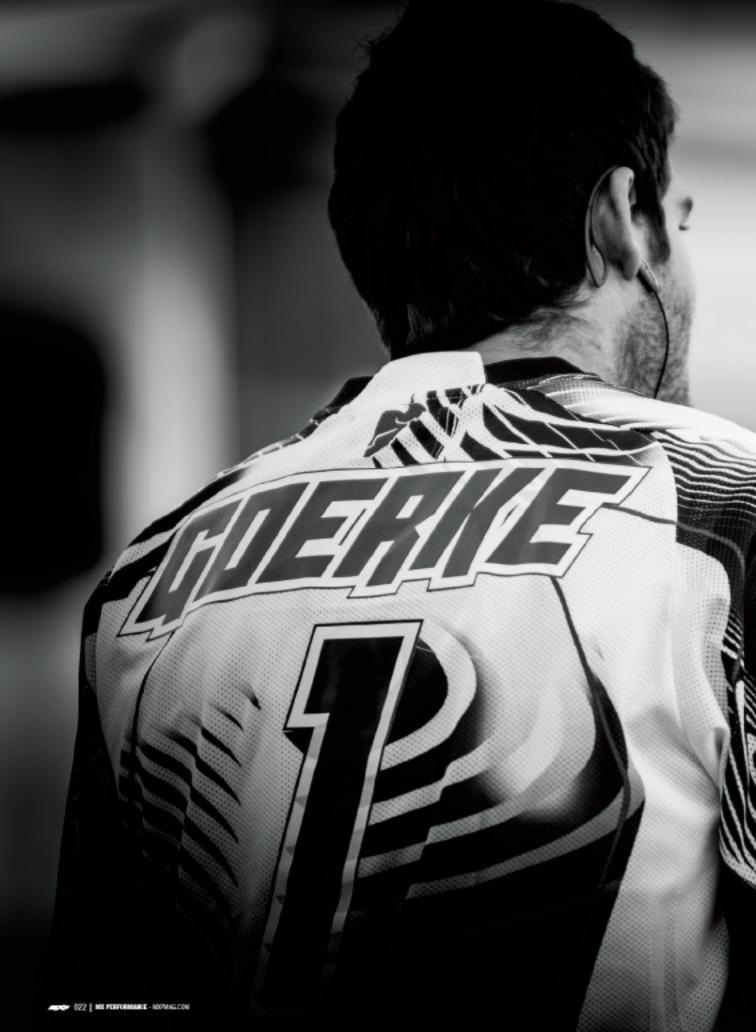
2012 HAS COME AND GONE

Photo by Allison Kennedy Davies

Once the sun sets on the motocross season there is sadness that comes over every racer and fan. The time between the final drop of the gate to the next for us Canadians is a big gap to bridge. It's so tough for the very passionate racer to handle. We adrenaline junkies need our fix every minute. If there was one positive of having that big of a gap to next year, it's that it makes us all so hungry to see what the sport will offer next. Time to think, it's time to grow!!











A DOMINANT YEAR

Photo by Marc Landry

You could include this year's performance by Matt Goerke with the best we have ever seen in Canada. Only Ross Pederson, JSR and Colton Facciotti come to mind when the stats line up next to what Goerke accomplished this past summer. He literally lost only three races all year: one moto in Calgary, one in Ste-Julie, and the MX1 Qualifier at the Montreal SX. He won 18 out of a possible 21 races this year, which includes all 18 motos of Monster Energy Motocross Nationals plus the heat, MX1 Main and Super Final at Montreal. Arguably, it was the most dominating performance in the history of the sport in Canada. Matt Goerke, what you did in front of thousands of MX fans across Canada this year was truly amazing. Thanks for the show!!











Photo by Marc Landry

Speed is not an issue. Determination is not an issue. Focus is not an issue. The bike is not an issue. All the ingredients are there to make this amazing athlete a champion, yet it has eluded him for the past few summers. Is 2013 going to be the year that Jeremy Medaglia holds up a #1 plate? All signs point to yes but only time will tell if the #12 machine in 2013 can put it all together and reach the same status his brother Tyler has in the sport that has given them so much.





UP AND COMER

Photo by Allison Kennedy Davies

The Parts Canada Trans Can Grand National provides us with a facility each summer to showcase the best of the best in the Canadian amateur ranks. Scott Cameron has been going to Walton for a few years. At this year's event, he became the next kid to keep an eye on. Winner of the MX1 and MX3 Junior classes along with the coveted Bronze Boot Award, Scott showed serious skill in all nine of his motos. It's still a long road to the Pros, which he knows all too well. A good attitude and much needed focus, like you see in this picture, could carry Scott all the way to the top of the Canadian motocross rankings in the future.







THE 50S

Photo by Allison Kennedy Davies

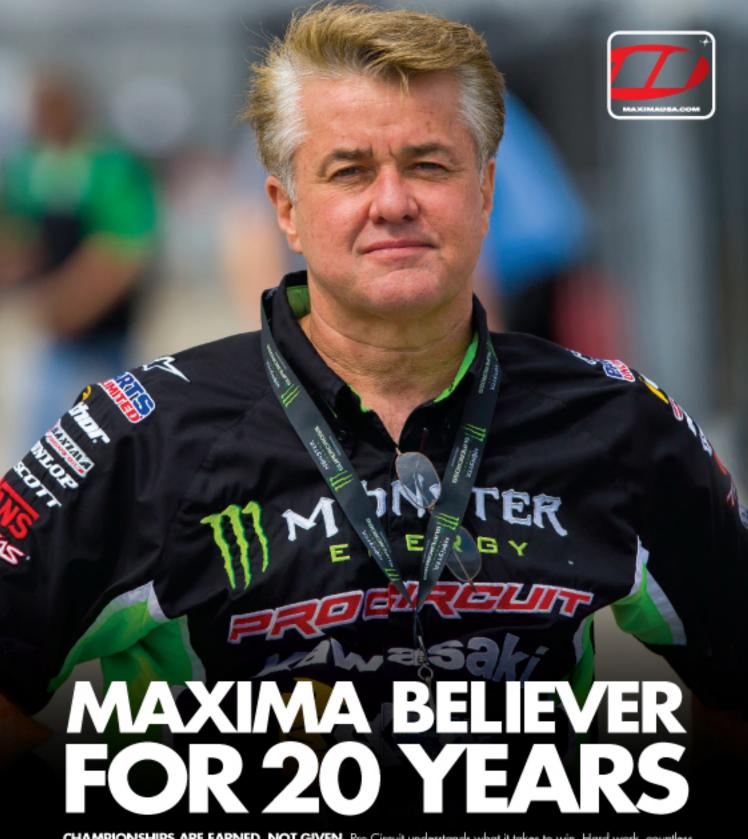
Crazy parents scatter to every corner to yell, cheer, or bite their nails as their young racer takes to the track. These kids race hard just like the Pros we watch on TV and hope they will become a champion one day. This small pack of riders is what will be keeping this sport going for many years to come. The future is bright in Canadian moto.



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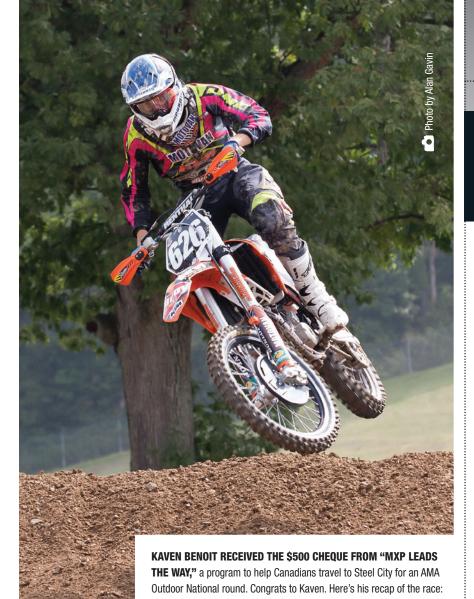
Young Jesse Pettis cools off after a hard fought moto at the Trans Can. This sport is so tough regardless of your competition level or age It beats you mentally and physically to the extreme and nearly makes you want to quit or be sick from trying so hard; only the best of the best rise to the top. Can you be one of those heroes?



CHAMPIONSHIPS ARE EARNED, NOT GIVEN. Pro Circuit understands what it takes to win. Hard work, countless hours, execution and near perfection. Pro Circuit demands the best from its riders, mechanics and technical partners. Second place isn't spoken about by Mitch and neither are second class products. Mitch Payton and the legendary Pro Circuit race team have believed in Maxima for 20 years to keep their machines running at peak performance – amassing 27 AMA professional titles. At Maxima we know you have a choice, we hope you choose Maxima. WE RACE TO WIN.



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Let's hope in 2013 we can hand out more money to more Canadian racers willing to give it a shot. This year I had the chance to sign up for one AMA National event. It's always tough to make a US National fit into my schedule because of our season up here in Canada. This year Steel City was the perfect fit for me so I decided to enter. Last year I tried to race at Southwick but I suffered a pretty bad ankle injury prior to racing there. I didn't make it through practice because it was hurting too much. So this year I felt pretty healthy for Steel City and I was excited to give it a shot. First of all, the track was awesome; a kind of track you can't find in our country - huge jumps and hills, off-cambers all around. Of course it took me a few laps to figure out the track. Qualifying straight to the main motos took a lot of pressure off my back because I didn't want to race the LCQ. In both motos I didn't get a good start. It was so tough to get out front on that start from the outside. I wasn't very happy with my first moto because I rode tight and got tired at the end. My second moto was better. I started near the back of the pack and was making my way up. I was up to 21st but crashed in the turning double section. I finished 28-24 for 26th overall. It's not where I thought I was going to be but it was my first experience and I learned a lot from it. The next one should be better. I'd like to thank the Houle family from Quebec for taking me down there and a special thanks to MXP magazine for helping out with the \$500 start money.

Kaven



Volume 11 Issue 5

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Caught on CAMERA



The Currington boys keep the family legacy going.



Beats was there in spirit and cardboard for the champion's ceremony. Isn't it cute they're holding hands? Hahahaha



Little Tommy supporting the best mag out there.



"Hey Gauldy, you know I would have smoked you if I showed up for the Vet class at Walton but my piggy bank was empty." Hahahahaha



Newfoundland trophy girls may not live up to Monster Energy's standards, but they can guzzle the Lambs!!



So good to have Sammy back for the final round at Walton.



The Anstie Family, Earl "the squirrel" (front and center), Sabrina and Steve (middle-back) with Gauldy, Turner and Cooke.



"Hey Danny, look at Beavis. He is zoned out. Does he have his radio tuned to country music again?



Oh Conky you cocky bugger. But it is so true!!!



Randy Maffenbeier bleeding forks for his boy.



She has for 2012.



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Two of the best American riders that have ever come to Canada. Bobby "I loves me some ice cream" Kiniry, and Tyler "whip that bitch" Villopoto.



MXPFilms gets all the best angles.



People change, proven in 2012 when John Nelson, who used to hate Ryan Lockhart more than not being at the shop, had a 'bromance' over the summer with Newf. There could be a winter wedding in the plans.



Just a beautiful ending to the year.

REALITYCHEEK



Change

With Ryan Gauld, Photo by Danny Brault

nce again the curtain has closed on another year of Canadian Motocross. It's always a sad time to write because now you know you won't be racing or riding as much, you won't see all your summer friends, and the cold winter is about to set in. It's tough to be a motocrosser in Canada, but I quess it's good to get a break sometimes to help rebuild that fire for the following year. It also makes for a long time between gate drops, which could see many changes between. For the most part we fear change. We fear anything different because we get so accustomed to the same old song and dance through life. I'm finding this to really sink in as you get older. The older I get the more regimented my schedule becomes, doing the same things over and over again. Not to say that I don't enjoy it, but change can be good.

When I was a kid, or any of us for that matter, you always wanted to try different things. It didn't matter what it was or the outcome, you just wanted to try it. When you're young you also get forced into change sometimes that you may or may not agree with. Through my 18 years of school, I went to 11 different schools; plenty of change. It was a forced change because we moved so many times. It was hard moving from one place to the next. I was always making new friends and adapting to new environments. It was tough, but all of it made me who I am today so I quess it all worked out (although my Dad would disagree). I have ridden only three different bike brands in 30 years, with 26 of those years on a Yamaha. I do fear change in this department because the product I have used for so long has never let me down. I have pushed a Yamaha off the track maybe five times in my career. I have run the hairstyle since I was 10 or so; another department in which I fear change. I have driven a van since I was 16, which has made for some good "creeper van" jokes for many years. Again, I don't like to change what is comfortable to me. I have made responsibility changes over the last few



years because I've figured out you can't do everything or make everybody happy, so I am now constantly changing to fit in.

The point I'm trying to make is this - change can be good or bad. It can make you a better person or sometimes worse. It could help the series or it could hinder the series, but if you never take the chance to make changes, you will never know if you missed out on something better. Change and chance are very similar. I think making changes or taking chances are what keeps you wanting to strive to be better. Maybe it's changing the way you eat or the way you talk, maybe it's the way you dress or something simple like changing your hair colour. No matter what it is, sometimes it needs to be done.

After talking to Brett Lee on the weekend, he's scared but also excited for the next step in life, his next big change. My good friend Danny Brault changed from

Yamaha Motor Canada to KTM Canada. It was a tough decision for him and his wife to make but it now seems like they made a great move. You just never know until you man up and make that change. Sometimes that pill is tough to swallow because it affects your ego, but if the change is good you boost your ego. The big question is - who knows until you do it? I have a quote house on a coaster that says, "You miss 100% of the shots you don't take." There is a lot of truth to that statement, and they're good words to live by.

So this winter make some changes that you think may help you, whether at work, in motocross or just life. Take a chance and make a change. Don't be afraid of going for it or what others may think, just go for it. You only fail if you don't try. So grab that extra gear, close your eyes and go for it. Who knows what awaits you on the other side.

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781

MOTOVAN



TIME OUT WILL EDAGS



Montreal Bound

you can't change the spots on a leopard.

With Tyler Medaglia, Photo by Olivier Croteau

etting cleared to ride three weeks before Montreal was good. I was pumped thinking that I had ample time to prepare so I called my friend Alex who built my SX track to come down and reshape the track; it turned out awesome. We added two lanes to the track and made it a hundred times more enjoyable and motivating to ride. Unfortunately, I only got to ride it one day due to a hurricane and major flooding; the storm as so bad that a local Tim Hortons had water above the counters. After a week of solid sun and wind, the track dried up enough to ride. The track was fresh so it filled with axel deep ruts in a matter of ten minutes each time out. Looking back it was probably the best thing to practice because Montreal was also super rutted. I ended up with a grand total of four days on the track before heading to Gopher to test the race bike. When I got there I met up with Dig who was clearly not in a good mood, staring off into the grass pit area while this drunken jerk did doughnuts on the way out of the property. Dig then pretty much threw me on the back of a guad and pinned it toward the jagaloon. Without giving him warning, he took two steps, wound up and punched the quy's mirror straight off the door, hopped back on the quad then took off back to the shop.

I finally met Blake Savage for the first time. While the bikes were getting prepped I introduced him to Trailer Park Boys and watched a few episodes, laughing at The IIlusions of Officer Jim Lahey - probably the best episode of all time. Between Dig and I, we had poor Blake addicted to watching TPB, Tim Hortons coffee, wheelie swag on quads, and using the F word excessively. We headed to the Thompsons' to ride a day of SX. All was honkey dorey until Blake had a small get off, hurting his braking foot. That basically gave us an excuse to go inside to enjoy some of Mrs. Thompson's home cooking and some of the best cream of broccoli soup I have ever tasted. We then got back to the Dunes with enough time to see a guy pit riding a KX 250 wide



open, lock up the front brake in wet grass and surf his motorcycle for 150 feet.

The next morning Blake and I started to head east to Picton, Ontario to meet up with Juicy J aka Jer Bear at the Fosters' farm to do some more riding on their supercross track. We arrived fairly late so we decided to spend the night and ride again the next morning. We all slept over at Jamey Mason's house who had just bought not 1 but 14 paintball guns, upping his arsenal to a total of 18 paintball guns. We all shared a few laughs. Weston Wrozyna was over as well. It was the first time I met him; seems like a good kid. I hope he does well at the Monster Cup. After the ride we headed to my parents' house, got a bunch of friends together then went to Top Karting in Hull - yours truly took the W, Jer got in a yelling match with one of the workers (go figure), my friend Tiz beat his dad and was taunting him so Pierre was mad, Blake thought it was crazy that the carts were that fast with no seat belts, and Nick May used a bright green rental open face helmet.

We were off to the stadium the next day. Luckily we got to pit inside with the freestyle crew and not have to be in the cold, rainy outside pits. Our hotel reservations somehow got a little messed up and we were short a room, which meant we had one not two. As the six of us were on the way to the room to discuss the issue, we walked by the mechanical room that just happened to be open. We did what anyone would do in a pinch and borrowed three cots. Just like that the problem was solved.

The racing went well. I was happy with my riding considering I didn't have much time back on the bike. I felt bad for Blake though. He had a crash that ended his night early; he was also riding well. I got a bunch of bracelets and passes for the after-party but decided to give them away so the GDR gang and some of my friends could have our own party. We found a gross bar that was empty and had a 60 year-old DJ. The only other person in the place weirdly went to the washroom at the same time I did; it looked like he was putting pixy stick dust in his nose. We celebrated our season at a big table of probably ten or so; there was no one around to disturb us while Santa was crankin' out the tunes - wouldn't have it any other way. I want say thanks to Mikey VanZanVoort who spun the wrenches and helped me out at MTL. Until next time.



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UPSHIFT



Summer of Brian

With Brian Koster

eather wise, 2012 will go down in history as an epic summer. If you like the heat then it was a summer to remember, and with below average rain fall it was dry and dusty throughout most of the practice tracks in North America. If your local track did not have access to irrigation then it was a real downer for riding. Luckily these days, most organized tracks have a water truck or a sprinkler system ready to keep the moto wheels turning. The Monster Energy MX Nationals still had rain issues at inopportune times but for the most part the race tracks were in good shape for clean racing. The Trans Can at Walton has also passed and was another epic week of amateur racing, which saw many changes and additions. The Monster Energy Montreal Supermotocross was held at the end of September and proved again to offer some of the best bar to bar action of the year.

We talk about rain in our sport as the great equalizer. When it came in Nanaimo for the first National it was in biblical proportions. The track was a total quagmire where bikes got stuck, waterlogged and just plain blew up all over the place. What a shame it was for the teams to unload their brand new, fresh race bike then just throw them in the mud. That did not set the tone well for the poor mechanics that had to deal with the atrocious conditions as well as all the wear and tear on their beloved bikes. I can't stress enough how hard these guys work. They're without a doubt the unsung heroes of our sport.

Speaking of teams, it was the first time in over a decade that Calgary based Blackfoot Racing was not at the track. Missed by all but their closest competitors, it did open the door for new stars to shine through. The Monster Energy Leading Edge Kawasaki team stepped up to the plate and dominated the MX1 class as well as most of the MX2 races to capture both crowns...congratulation on a job well done.

Since we are talking about MX2, I have to give a shout out to Kyle Beaton who

showed amazing speed. Although somewhat sporadic as far as consistent finishes go, he showed he has the skills to run up front. After two solid years on the sidelines, a terrible crash at round seven in Moncton left Kyle with perhaps the worst injury of his career. I want to wish him the best for a quick recovery! I can't talk about MX2 without mentioning Kaven Benoit. Here's a guy who was dropped from the factory KTM team, sat out the first four Nationals then raced out of his small camper in lieu of a semi trailer and posh hotel rooms that he became accustomed to the previous year. Benoit came out of the gate swinging at Gopher Dunes and blasted his way to the first moto victory in commanding style. He went on to win four out of a possible six motos upon his return to racing. Very impressive considering how Teddy Maier won seven of eight motos leading up to Gopher Dunes. It was also great to see Jeremy Medaglia bang off some wins this year. He was about as focused and dedicated to his racing as anyone on the gate. He rides with an aggression and style that never ceases to excite and deserved the wins he managed.

Walton is always a name that is on the lips of any young up and coming racer in Canada. It is an event that brings the best of the best together for a week of racing, camaraderie and a whole lot of fun. The track went through a series of changes that may need a little ironing out as time goes by but the initial intention was great. The facility got some fantastic attention with a new building and a cool new BMXstyle pump track. The changes on the track slowed it down a bit and made it perhaps a little more technical than in years past. Some torrential rains one night left the track workers scrambling, which affected things out on the track for several days. It was super rutted; with all the new, soft topsoil laid out on the track it kind of backfired after the rains. I know the crew did their best with drainage and grooming, but it sure made for some tough motos for the

racers. I saw more than my share of tipovers out on the track when either entering or exiting corners. And for the 65cc racing, I felt really bad for the little boys and girls because they had one moto that was just brutal. It's amazing how these little warriors were and how they just kept getting up and ploughing forward; amazing stuff and a testament to the future of our sport.

The Monster Energy Montreal Supermotocross was tweaked again this year. Of course the ATVs and the Side by Sides were back to dice for the crowd again. With the absence of the notorious buggies, the Side by Side segment of the show carried a lot of excitement especially with Indy car drivers like Patrick Carpentier and Alex Tagliani competing. Simon Homans also raced again this year and had moto fans cheering for him. The Freestyle is always top notch in Montreal and this year did not disappoint. Nate Adams and Adam Jones joined Quebec's superstar, Benoit Milot, at the 'Biq O'; things got crazy! Of course we all know that the MX2 class is held strictly for Canadian riders while the MX1 is open season to riders from any country. New this year was a race called the Super Final. It was the last bike race of the year that pitted the top ten from both MX1 and MX2 against each other for a dash-for-cash style showdown. Man, what an exciting way to cap off the night! Unfortunately, the crowd is so used to the MX1 final being the last race of the night that they started leaving the stadium early, seemingly unaware that there was a lot more action to follow. I spoke to the house announcer afterwards. He explained he was making the point clear that there was more racing on the schedule but the sound system in the stadium is so crappy at the best of times. I watched in disbelief as the crowd emptied. Anyway, for those that stayed they were treated to an epic battle that raged for many laps. I have to give credit to the promoters for trying something new and mixing it up a bit. All in all, the Monster Energy Supermotocross in Montreal was one of my favourite races of the year. For straight up bang for your buck action, it rivals even the US Supercross round that visits Toronto every spring. I wish the promoters of the US Supercross Series would take a look at what action is delivered in Montreal and note how to keep the crowd entertained between races. Till then, enjoy the sweet fall riding that Canada offers...Braaap. MAG

45D

RACEINSPIRED RIDERDRIVEN

ALSO FEATURING

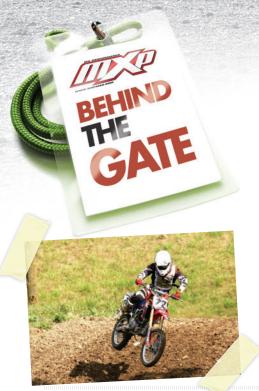
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WESTEN WROZYNA INVITED TO MONSTER CUP

2012 GNC TransCan Supermini Champion Westen Wrozyna has been invited to the 2012 Monster Energy Cup in Las Vegas to compete in the Supermini class. The Ontario rider had impressive rides at the Loretta Lynn's Championships and Walton to earn the invite to the huge event that will be aired live on Speed Oct 20.2012.

2012/2013 CANADIAN ARENACROSS CHAMPIONSHIP SCHEDULE

Round 1 Friday October 19th – Cloverdale Agriplex, Cloverdale Fairgrounds, Surrey, BC

Round 2 Saturday October 20th - Cloverdale Agriplex, Cloverdale Fairgrounds, Surrey, BC

Round 3 Friday November 2nd - Chilliwack Heritage Park, Chilliwack, BC

Round 4 Saturday November 3rd - Chilliwack Heritage Park, Chilliwack, BC

Round 5 Friday November 9th - Chilliwack Heritage Park, Chilliwack, BC

Round 6 Saturday November 10th - Chilliwack Heritage Park, Chilliwack, BC

Round 7 Friday January 18th - Chilliwack Heritage Park, Chilliwack, BC

Round 8 Saturday January 19th - Chilliwack Heritage Park, Chilliwack BC

Round 9 Friday February 1st - Chilliwack Heritage Park, Chilliwack, BC

Round 10 Saturday February 2nd - Chilliwack Heritage Park, Chilliwack, BC

Round 11 Friday February 8th - Cloverdale Agriplex, Cloverdale Fairgrounds, Surrey, BC

Round 12 Saturday February 9th - Cloverdale Agriplex, Cloverdale Fairground, Surrey, BC

FUN FACTS FROM THE 2012 PARTS CANADA TRANSCAN

We all know the Parts Canada TransCan offers the season's best amateur racing, but in 2012 there were some exciting improvements and events that took place off the track as well. Here's a look at some of the shiny newness that greeted racers this year:

KTM turns up the heat: KTM Canada had a big presence at the 2012 TransCan and it could be felt as soon as you came through the gate this year. Parked right at the entrance was a new hot shower rig with a custom KTM paint job. After conquering a few logistical challenges, the Walton Raceway team and KTM were pumped to bring racers consistently hot showers.

Pump it up: The brand new bicycle pump track and RC track were a huge hit during the TransCan week. Packed with kids riding bikes, racing cars or building mini tracks in the sandpit, this area was über popular. A new mountain bike trail system is also in the early phases at Walton Raceway. Watch for more trails in the coming years.

A little bit country: Friday's night's Jason Blaine concert brought some new faces, mainly local country music fans, to the TransCan. With no extra charge on top of the regular gate admission, many racers and families made the trek to the main stage to watch Blaine put on a great show. The performance concluded with Blaine playing his encore in a Thor jersey and a huge fireworks show wrapped up the night.

Opening in style: This year's opening ceremonies had a supercross flavour with a sweet Drew Anger video and pyrotechnics



accompanying the introductions. Anger and the Outlaw Productions crew offered unprecedented video coverage of the TransCan this year, featured during Saturday's awards ceremony.

Gone social: This year the TransCan featured constant coverage on both Facebook and Twitter, with racers and their families finding themselves featured in nightly photo galleries. If you haven't yet, check it out at www.facebook.com/TransCan

Pit swap: Despite rain hampering Tuesday's move in, most racers approved of the new amateur and pro pit locations. With the amateur start moved to the north end of the track, it was easy for racers to make their way to the staging tent and to the line.

Fanfest: The new Monster Energy Fanfest, held Saturday after the amateur racing, was a

huge success. With all of the Pro National teams setting up in front of the big rigs, ready to sign autographs, TransCan racers got to shake hands and gather up posters before Sunday's final Canadian National.

Packed social schedule: From the traditional favourites like Machine Racing Bingo to new additions like Walton's Best Cook, there was a full slate of social events running under the events tent this year. Thanks to everyone who made it out and to Molly Lang for running a great show.

Dining with the stars: KTM added another cool event to this year's TransCan cooking dinner for KTM riders and their families on Wednesday night. With Colton Facciotti slinging Caesar salad and riders getting a chance to sit on the 2013 Dungey replica bike, it was a great night for the Orange Brigade.

TEAM GERMANY MADE HISTORY IN LOWNIEL

In front of HRH Prince Philippe of Belgium and Duke of Brabant and 65,000 spectators, Team Germany made history in Lommel after winning the 66th edition of the Monster Energy FIM Motocross of Nations for the first time in the history of the event. The home team gave all their best, but could only finish second and team USA was third.

There was no doubt that team Germany was the clear dominant of this year's MXoN, all the riders obtained solid results and none of them made any mistake and stayed on two wheels in all the heats. Different to previous editions, Team Germany was at the top of the Nations classification after each heat, so that shows the consistency of the German riders.

Team Belgium started the weekend determined to win the MXoN at home, as it was a unique opportunity for them, but in the end they had to settle with the second position after scoring four points more than Team Germany. Team USA made a superb effort to claim back the Chamberlain Trophy, but they all admitted that they had never ridden a track like Lommel. Their consistent results made them complete the top three of the 2012 Monster Energy FIM Motocross of Nations.

Jeffrey Herlings was outstanding in the sand, but he struggled more than expected after crashing at the start of the second heat with his teammate Marc De Reuver. In the end

his 1-2 result helped Team the Netherlands to finish fourth in the Nations standings, followed by Team Italy, with the two victories of Antonio Cairoli and the great performance of Davide Guarneri.

Team France was third after the first and second races, but in the end they finished sixth, ahead of Team Estonia and Team Great Britain. Team Portugal and Team Australia completed the top ten.

Russia finished eleventh and obtained one of the best results in the history of the MXoN, thanks to the great performances of Evgeny Bobryshev and Alexander Tonkov. In fact, they could have finished higher up in the standings, if Bobryshev had not crashed in the final race when he was riding fifth.

Race 1 top ten: 1. Antonio Cairoli (ITA, KTM), 34:26.888; 2. Gautier Paulin (FRA, Kawasaki), +0:21.182; 3. Maximilian Nagl (GER, KTM), +0:28.933; 4. Clement Desalle (BEL, Suzuki), +0:38.741; 5. Ken Roczen (GER, KTM), +0:40.180; 6. Evgeny Bobryshev (RUS, Honda), +1:05.036; 7. Ryan Dungey (USA, KTM), +1:11.286; 8. Tommy Searle (GBR, Kawasaki), +1:38.040; 9. Marc de Reuver (NED, Kawasaki), +1:42.851; 10. Jeremy van Horebeek (BEL, KTM), +1:44.824;

Race 2 top ten: 1. Jeffrey Herlings (NED, KTM), 34:41.619; 2. Tanel Leok (EST, Suzuki), +0:58.141; 3. Ken de Dycker (BEL, KTM), +1:00.358; 4. Ken Roczen (GER, KTM), +1:48.464; 5. Davide Guarneri (ITA, KTM), +2:27.689; 6. Blake Baggett (USA, Kawasaki), -1 lap(s); 7. Marcus Schiffer (GER, Suzuki), -1 lap(s); 8. Todd Waters (AUS, Suzuki), -1 lap(s); 9. Max Anstie (GBR, Honda), -1 lap(s); 10. Xavier Boog (FRA, Kawasaki), -1 lap(s);

Nations top ten: Germany, USA, France, Estonia, Belgium, The Netherlands, Russia, Italy,

Race 3 top ten: 1. Cairoli, Antonio (ITA, KTM), 35:00.015; 2. Herlings, Jeffrey (NED,KTM), 3.037; 3. Barcia, Justin (USA, HON), 57.823; 4. Leok, Tanel (EST, SUZ), 1:23.257; 5. De Dycker, Ken (BEL, KTM), 1:29.784; 6. Nagl, Maximilian (GER, KTM), 1:37.774; 7. Desalle, Clement (BEL, SUZ), 1:49.089; 8. Paulin, Gautier (FRA, KAW), 1:56.647; 9. Dungey, Ryan (USA, KTM), 2:00.599; 10. Goncalves, Rui (POR, HON), 2:08.575.

Great Britain, Australia.

Nations top ten: Germany, Belgium, USA, The Netherlands, Italy, France, Estonia, Great Britain, Portugal, Australia.

RYAN LOCKHART TO RACE CANADIAN AX

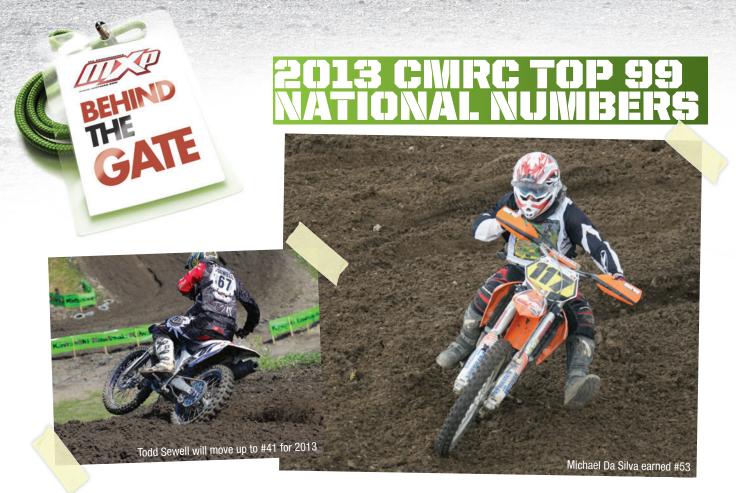




Cycle North Powersports is proud to announce that 2008 Champion and 2011 2nd overall Arenacross title holder, Ryan Lockhart, will be riding a Cycle North Kawasaki for the 2012 Canadian Arenacross Championships.

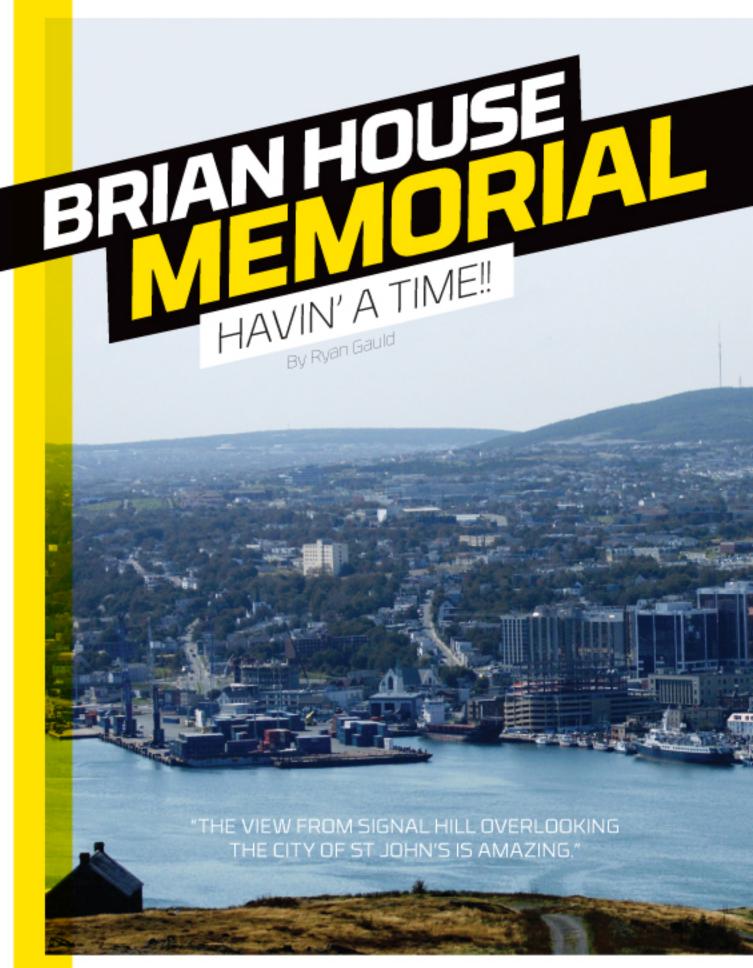
"I'm really pumped to be back on a Kawasaki, and having the chance to work with Cycle North as part of my program to win back that #1 plate" The Newf

"The Newf" is sponsored by: Matrix Concepts Atlas Brace 100% Goggles 1.7 Cleaning Solutions Troy Lee Designs Canadian Kawasaki



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Fred Roy is a hero on the island. The native of Ontario has become an icon for his riding skill and the ability to help in any situation needed. This is Fred teaching all the youngsters at the MX School.

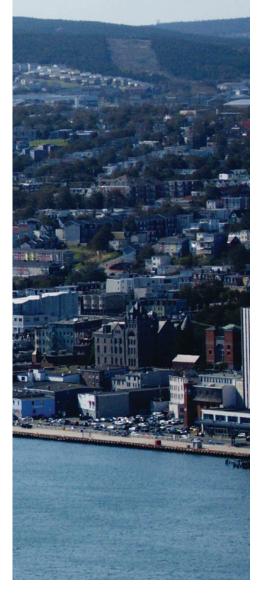


I was so pumped to be part of this special event. I hope this will be an annual deal for me. I gots to go see my family again.

t times I get opportunities that most don't. It's the nature of the business and I do realize how fortunate I am to get these chances. When I got the call from Rod "The Bod" Snelgrove to visit Newfoundland to do a motocross school, race and meet some of the best people on this earth, well I said hell ya! Let's have a time. And man oh man, did I!!

Unfortunately back in 2005, a Newfoundlander by the name of Brian House lost his life at Riverglade MX Park in Moncton. It was a moment in time that is hard not to remember in a very sad way. We lost a friend from the sport but most of all the Newfoundland community lost a part of their family. They have since grown and moved past that tragic incident but they have never forgotten. They started this event the year of the accident on Belle Island, which apparently resembles the movie "The Hills Have Eyes." I suppose I'm lucky enough to have not made the tough trek over to the old track where many Newfie racers got their start. The new location for all the racers is in Butlerville, NFLD thanks to Chris O'Neill and Steve Anstey, a couple of businessmen that took it upon themselves to make a great place for the small community of riders to hone their skills. They call it "Riverview MX Park." It's truly amazing to see what they have done as they have transformed this rock, swamp, and tree filled area into a quality race track for all ages. Hundreds of thousands of dollars have been dumped into the venue, which is the only one of its kind for miles around for closed course competition. If you have ever met a Newfoundlander you know they don't do anything half assed. It's wide open all the time to get the job done and you see the result of that when you enter the new park. We are very fortunate to have what we have on the mainland. If any racers in Ontario or any other province that thinks motocrossers have it rough, well, venture to Riverview MX Park to see what they have and you will realize we are well off. What I saw when I entered this place was second to none.

It was so cool to be a part of the MX school that we conducted on the Saturday of the event. About 60 riders showed up for the school taught by Mitch Cooke, Adam Turner, Fred Roy



BRANGORI HAVIN' A TIME!!

and I. It was just awesome to see another community enjoying moto as much as we all do. I met hundreds of new family members on this trip that I barely knew existed. Each rider took home something special that day from the four of us. As I was standing there teaching these kids I had this sense of comfort come over me like I belonged there. I have never been welcomed with such open arms as I did on this trip.

The next day was the race to share the memory of Brian House with all that participated that day. There was a big turnout of riders and spectators, Adam Turner, Mitch Cooke and I put on the best show possible and the people of Riverview MX were stoked to have us there. To be able to be part of something so special to these people made us feel like we were part of the family. The day went smoothly and good times were had by all. Mitch Cooke was laying it flat over this big table, which had the fans in awe every time he hit the jump. The best part of the show was the "Wear a Girls Dress" bet. Mitch Cooke and Rod had a holeshot

contest to see who could get to the second turn first. Rod had the first one in the bag but his excitement of the win took over and he decided to throw the bike away a mere two feet from the actual line that needed to be crossed. Mitch picked up his bike, after rear ending Rod, and won the bet therefore giving us all one of the most horrific looking males in a woman's dress you have ever seen. It would make for one scary Halloween costume. All in all it was good fun, and Rod was a good sport.

Whether they are at the race track, working, or just sitting in their friend's garage pounding the Lambs Rum, the people of Newfoundland are what most should become: happy, fun loving with not a care in the world and always willing to help a friend. When you think of Newfoundland and the motocross community, there is only one thing that comes to mind - Havin' a Time!!! MAG

Remember this name: Ryan Murphy has some skill and could carry the Newfoundland flag to the mainland in the near future.





Stand on guard and chug the Lambs!!



Superior motocross athletes in New-foundland.



From left to right: Mitch Cooke, Rod Snelgrove, Fred Roy, Adam Turner, Stave Anstery, Simsi, McKlinton, Chris O'Neil and myself down in front. Thanks boys for an amazing memory. Lefts make some more!!





SP/*

SPECIAL KRIS

Some great things have happened for Kris Foster in the Motocross world over the past year. He is now riding for Monster Energy, Shift/Fox, Spy, and Leading Edge Motorsports. He performed at Toronto Supercross and travelled around the USA doing some super fun events. He also built a freestyle compound at Horsepower Ranch (HPR) and landed a last minute trip to Walton to race in the last round. The kid is on point and seems to be building a solid future. We caught up with Kris to get the scoop.

Kriss Foster

Age: 24

Hometown: Kamloops

Number of years Pro Moto: 9 Number of years Pro FMX: 2

Favourite Moto vid: Twitch's 420% All Natural **Facebook/Twitter or Instagram:** Instagram-

Kris_Foster_inc

Favourite place on Earth: British Columbia- As much as people think it is a frozen and hostile wasteland, it is awesome having four seasons and the terrain here is wild!

2-stroke or 4-stroke: They each have their pros and cons

Current Bike: 2012 KX450 Relationship Status: Swinger

RT: What's a typical day like as a professional FMX rider?

KF: I wake up, read my book and have a bowl of oatmeal for breakfast, go for a quick mountain bike ride and then get some things done on the computer. I have lots of options at Horsepower Ranch; between working on the track, riding trails, track or practicing in the freestyle park. After riding I like to have an ice bath followed by a hot tub.

RT: Why did you switch from Moto to FMX, and what would you say is the biggest difference?

KF: After winning the Supercross in England I lost a bit of interest in Moto for a while. I think riding ramps re-lit the flame. The biggest difference for me would have to be my attitude towards making myself a better rider.

RT: We know you can flip, but what new tricks are you working on currently?

KF: I have been working on seat grab flips, cliffhanger flips and...you'll have wait and see about the rest!

RT: Where do you see the progression of FMX going in the future?

KF: I see lots of techy tricks (sadly), and more double flips. It's already super knarly, and the progression doesn't seem to be slowing down at all.

RT: Speed and Style at the X Games seems like a perfect fit for you. What do you think it is going to take to get there?

KF: Lots of hard work and practice. I need to focus on staying healthy, training with Koz at Acceleration, and spending lots of time on the track and the ramps.

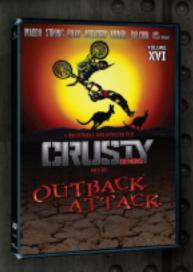


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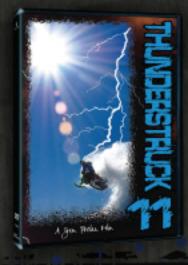














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RT: What would it mean for you to have an X Games medal around your neck?

KF: It would mean a lot. I feel I have worked hard to get where I am in the Moto industry and I think that would be a sick reward.

RT: Describe your riding style.

KF: Somewhere between Cartman from South Park and Sponge Bob Squarepants

RT: Who do you look up to in the 'jump game' right now and why?

KF: Nate Adams - for the way he executes his skills during comps. Twitch for his natural skills and riding style.

RT: Do you have any regrets in your career

KF: I try not to regret things that I do, but I'd say I haven't spent enough time with my family and friends.

RT: Have you been following Moto this year and who are you pulling for?

KF: With Leading Edge in town I get my weekly updates. I wish my buddy Beats a speedy recovery! Congrats to Leading Edge for taking both number one plates.



RT: How was Walton?

KF: It was a blast. I haven't had that much fun on a track in years. Big thanks to Jay at Leading Edge Motorsports, Donk for getting my bike dialed in, and Blair Harper at Monster Energy for getting me out there.

RT: Where do you see yourself in 10 years?

KF: Isn't the world supposed to end this year?

RT: What led to your success?

KF: Having support from friends family and sponsors. I can't thank them enough.

RT: Tell us what it has been like having Monster Energy as a sponsor?

KF: It has been a huge opportunity for me and I wouldn't be where I am right now without them. Harps has put a lot of hard work and time in, which I appreciate a ton. Monster is really making a positive impact in our sport and it is amazing to be supported by them.

RT: What's your proudest moment on a dirt bike?

KF: I would have to say when I rode by myself for the first time when I was three.

RT: Do you have any other skills?

KF: I like learning new skills. Could that be a skill itself?

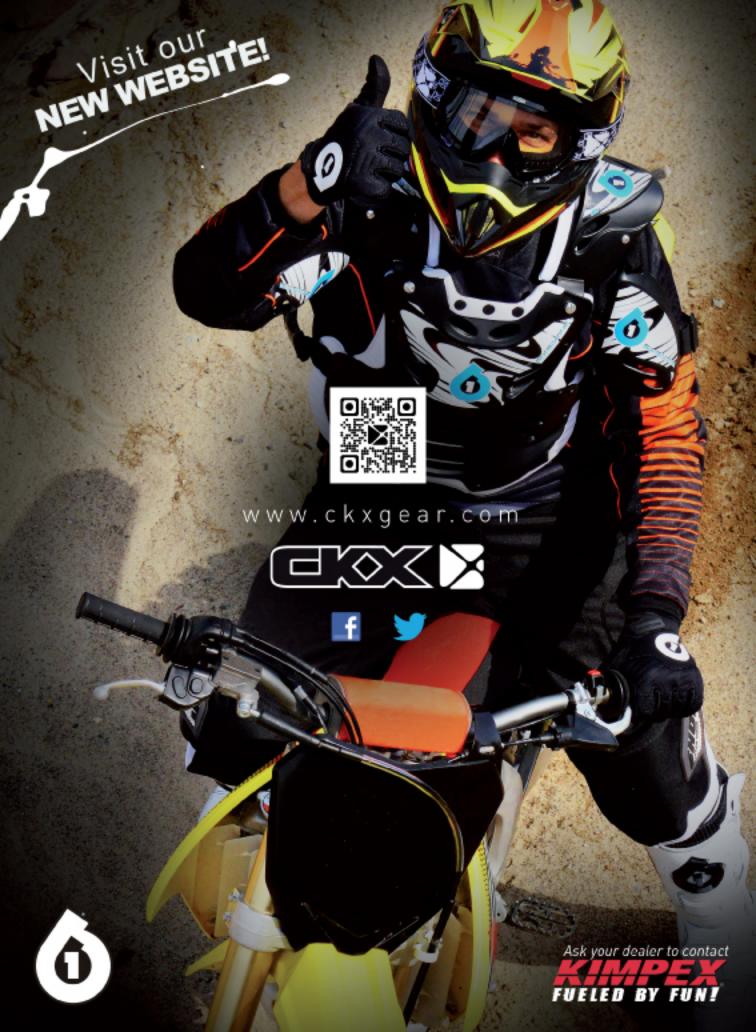
RT: I was thinking more along the lines of mountain biking...

KF: I do a bit but I am focused on FMX now.

RT: Last thoughts?

KF: I want to thank Monster Energy, Fox, Spy, Leading Edge Motorsports, Gauldy - you are awesome. Thanks for setting me up with a bike in Toronto for the Supercross and for making this interview happen. Thanks to Mom, Dad and Sis, Harps, Rosco, Jonny Crichton, Jason Moore, Austin White, Jason Hughes, Plowe, Kozer and Gainey at Taco Del Mar.





BEHIND THE GATE





ROYAL DISTRIBUTING CANADIAN CROSS COUNTRY CHAMPIONSHIP

The FMSQ hosted round 1 of the Royal Distributing Canadian Cross Country Championship in Ormstown, PQ on September 2nd. The top Canadian Pros and a number of amateurs from Western Canada and Ontario made the trip to mix it up with the huge contingent of Quebec racers. Over 400 racers lined up for the race on Sunday. The course was wide open and fast with lots of great areas for spectating near the pits. KTM, Husaberg, Husqvarna, Yamaha and Honda all had Pro riders in attendance. KTM brought out their Factory rig to support riders and thrill a few kids who got the chance to check out how the Pro riders travel.

In the Pro Class, FMSQ #1 rider Loic Leonard got the holeshot but could not hold off KTM's Bobby Prochnau who got out to a strong lead by the second lap. Honda's Jason Schrage from Alberta, one of the riders expected to stay with Bobby, got a bad start when his bike wouldn't fire; he left the line in last place but managed to work his way to 4th within two laps. Phillipe Chaine was the only rider to stay close to Bobby, finishing just two minutes off the BC rider. The battle of the day was between third through to fifth with Husqvarna's Guy Giroux, Yamaha's Brian Wojnarowski and Honda's Jason Schrage swapping positions, all finishing within a minute

of each other. At the finish it was Wojo in 3rd, Guy in 4th and, after a hard get off, Jason in 5th.

Motopark hosted the final round of the Royal Distributing Canadian Cross Country Championship the following Sunday, September 9th. Pro and amateur riders from BC, Alberta, Ontario, and Quebec were on hand to decide the champions from the Mini Classes all the way to Pro.

Being both a Provincial Championship round (Round 7 - Wiesner Insurance Ontario Cross Country Championship) as well as a National round, the ridership was stacked heavily with the fastest riders in not only Ontario but from across Canada as well. Riders that competed in the morning race program were able to watch riders like Guy Giroux, Bobby Prochnau, Jason Schrage, and Ben Rego hard on the gas against Ontario's own Pros like Brian Wojnarowski and Kevin Cockayne. Those riders that were competing in the afternoon program experienced racing bar to bar with the best in Canada.

The morning Pee Wee race had a great entry with seven young riders ripping up the specialized Pee Wee course. Just like in every other class, we had racers new to the series show up for this National event, which shook up the results. Taking top spot on the podium was Bennett Lines on his super fast 50cc



Cobra. It was great to see Devyn Marshall out at this event. It was obvious he has been practicing since we last saw him. Devyn took second place over series regular Connor Taplay. Connor did however take the Ontario Cross Country Championship with an impressive six wins in this seven round series. Rumour has it Connor will defend his championship next year on a very fast bike. We are all anxious to see that happen.

Eight Mini Junior riders lined up on the backwards falling motocross start gate. We saw KTM mounted Emerson Lines handily take the win over the Husqvarna of Christian Wiesner. Not far behind in third place was the Kawasaki of Curtis Marshall. Mini Senior saw Kyle Bichard taking the win once again on the big wheel Honda CRF 150R. It is obvious Kyle is destined for the Beginner class next year and he knows it. He rides with a style that is very relaxed. It's very impressive to watch him calmly fly through the air or negotiate the toughest obstacles with such control. Second went to top Quebec Mini rider Tommy Caron. After winning the Ormstown round he made the trip to Ontario to see how he could fair against our best Mini riders. The result was what he wanted as he took the CXCC Mini Senior Championship over Wolfgang Wiesner. Third place in the day's event was Mike MacLennan who ended up taking the Ontario Cross Country Championship in Mini Senior with very consistent finishes at all seven rounds. Mike is also due to move up next year

as he has the maturity and speed. We wish him all the best in 2013 taking on adults in the Beginner class.

The rain from the day before provided perfect conditions when the gate dropped for the morning program. In the Beginner class it took only two laps before Adam Wynia took the lead and checked out. Adam not only won the class for the day but took the Ontario Championship in the process. Cody Crossgrove and Charles Harder took second and third in the class a lap down from Adam.

Vet Junior provided quite a bit of drama in the morning with series regulars Tyler Scott and Mark Hosie missing the podium as competition was fierce. The top spot was taken by Husaberg rider Tim Carney. Steve Oomen and Charlie Lake filled out the podium both clocking in with the same 10 laps as the class winner. Tyler Scott was able to claim the Ontario Championship over runner up Mark Hosie. It has been a great season for our Vet Junior riders.

In Vet Senior action Keith Bichard is the class front runner and favourite to win on any day, in any conditions. He was challenged this time around with a get off early on as the result of some bar to bar action with another rider. He spent most of the race charging from behind determined to pass the rider who took him down. By lap eight he was able to do that and then set his sights on the win. By time the checkers were out, Keith once again took the top position followed by the well known Norm

Girndt and Mark Zimny in third. Keith Bichard handily won the Championship even though he missed one round of the series.

Our series regular Super Senior racers were challenged by a new contender in the class, Mike Disimino. Jeffrey Golden, one of the most determined yet courteous racers out there managed to take another win. In the process he added yet another championship to his extensive portfolio of racing accomplishments. Jeff has been racing longer than almost anyone else on the circuit today. It certainly was nice to see the Championship go to such a deserving racer. Mike Disimino held on for second with Tom Shleihauf in third. Bryan Hill was hard on the gas (Gas) early on but encountered a problem at lap five dropping him down in the standings. His efforts were not in vein as the Wiesner Insurance Fastest Lap Award was in the Super Senior class this time around and Bryan's fourth lap was fast enough to claim \$100.

The afternoon race program was changed slightly at this last round due to the National status it held. The Women's class typically runs in the morning at all WEC Ontario Cross Country Championship races, but with the fastest Women in the country present, they all agreed they wanted to ride the complete Pro course. The Pro course had a very tough hill climb added that proved very treacherous. Although enough to halt the progress of a large number of riders on the first few laps, the course was designed wide enough in that area to prevent





bottlenecks; no emergency re routing of the course was needed after the race started. British Columbia's Chantelle Bykerk edged out Quebec's Felicia Robichard for the win putting in nine laps of the Pro course in the process. Third spot on the podium was taken by Ontario's own Rose Lantaigne.

Newcomer to the series in the Junior class was Suzuki mounted motocrosser Jerry Patten. Although very comfortable on the motocross track, he lost a lot of his lead each lap when the course cut to the forested trails. He kept ahead of perennial favourite Jordan Thiessen who held on for second over another podium regular Tyler Thiessen. At series end it was Tyler Thiessen who narrowly edged out Jordan for the Championship. A mere four championship points separated these two at the end of the

year. Going into the last round it was really anyone's guess which one would end up on top. Regardless, the series is fortunate to have the entire Thiessen family competing.

The Intermediate race was dominated by series newcomer Matt McGuire. By lap two Matt and his Husaberg were already ahead of consistent front runner David Taplay. He held that spot until the end leaving David in second and Brad Brown in third. David was able to grab the Ontario Championship finishing ahead of Corey Brooks who had a tough ride in Quebec and Ontario as he finished off his regular podium level.

Albertan Lee Fryberger led the Vet Master race from start to finish. Lee is a man tough as nails and faster than an Alberta Clipper. Finishing behind Lee was an impressive list of acknowledged, seriously fast Vet riders. Close behind was Chris Donald and Dave Nelson. After a short gap, we saw the likes of Paul Andratis, Keith Billings and Todd Wicks. But even the near super human Fryberger said he was glad to only have raced two hours instead of the 2 1/2 of the Pros. Todd Wicks rode with injury as he did not want to lose his lead in points in the series. It was a wise decision as he was able to claim the Ontario Championship in Vet Master.

The race of the day and the one everyone was watching closely was definitely the star studded Pro race. The fourteen Pro riders that lined up at the start gate truly read as a "who's who" of the top of the Canadian Pro off-road ranks. The

race started in typical style with Kevin Cockayne once again nailing the holeshot and taking \$100 from Wiesner Insurance in the process. Most Ontario riders know Kevin is tough to beat in cross country and even harder to beat to the first turn. It was remarkable to see him convincingly take the holeshot from such a talent laden field. Ontario's own Brian Woinarowski took an early lead on the first lap only to be passed by the number one Canadian off-road racer Bobby Prochnau and fellow Ontario hot shot Kevin Cockayne on lap two. By lap four Wojo passed Kevin and was welded to Bobby's rear fender for a number of laps just waiting for Bobby to make a mistake. Corner Grass Racing Team's Ben Rego settled into third and Factory Honda Canada rider Jason Schrage began his recovery from a poor start. Somewhere on lap eight, Bobby hit a tree hard and his hand guard shifted and shorted out his kill switch. Wojo was there to take over the lead and he held it to the end. The Pro podium finished in the order of Wojo, Jason, and Rego. Bobby recovered and settled for fifth. The strongest battle of the day was 4th through 7th with the Husqvarna riders trying to out do each other. Guy Giroux, Phillipe Chaine, Samual Rosseau and Ryan Graffunder were swapping positions all the way through the race with young Phillipe finally out doing the boss, Guy Giroux.

After the last rider was in, results were posted within minutes as usual, thanks to Stephen Abel's timekeeping magic. Riders had enough time to absorb the results as the







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huge quantity of prizes were unloaded and set to be given away at the awards ceremony. Thanks to Royal Distributing, Parts Canada, Golden Tyre, Mongoose Racing / Rekluse, and Wiesner Insurance for the big prize giveaway. The highlight of the ceremony was when Bobby Prochnau was asked to pull from the WEC hat, the name of the lucky Pee Wee racer who would go home with the brand new Marin mountain bike courtesy of Royal Distributing. Nathan Taplay was the winner of the bike and was all smiles pushing away from the podium.

Thanks for a great 2012 season.

Royal Distributing Canadian Cross Country Champions

Pro – Brian Wojnarowski (ON)
Intermediate – Kenneth Beach (ON)
Junior – Jerry Patton (ON)
Vet Master – Lee Fryberger (AB)
Beginner – Adam Wynia (ON)
Super Senior – Brian Hill (ON)
Vet Senior – Keith Bichard (ON)
Vet Junior – Tim Carney (ON)
Women – Chantelle Bykerk (BC)
Mini Senior – Tommy Caron (PQ)
Mini Junior – Emerson Lines (ON)

After the days' event was over the WEC timing crew went to work and combined the results from the Royal Distributing Canadian Enduro Championship with the Royal Distributing Canadian Cross Country Championship to determine the Pro riders who would be crowned as the fastest in the country with the overall Royal Distributing National Off-Road Championship. The overall top 3 were recognized as well as the overall Vet, E3, E2 and E1 riders. When the results were combined, KTM's Bobby Prochnau stood at the top of the podium as the fastest overall Off-Road racer in the country.

Royal Distributing National Off Road Champions (Combined Pro results from Canadian Enduro Championship & Canadian Cross Country Championship)

Overall top 3

- 1. Bobby Prochnau (BC)
- 2. Jason Schrage (AB)
- 3. Ben Rego (BC)

Evet - Mark Cahill (BC)

E3 - Ben Rego (BC)

E2 - Bobby Prochnau (BC)

E1 – Phillipe Chaine (PQ)









nearly ten years. Most of his racing I have seen has been in Canada plus a few small rides in AX for a few years. Teddy is fast, no argument there. He is now a twotime Canadian MX2 Champion which proves his speed is tough to match, hence the two #1 plates. He's quiet, focused and has a very unique riding style. He doesn't have a flashy, outgoing personality some racers possess that can be used to sell product. He's the champion that proves the product he uses works so it sells itself. This summer Teddy again showed that he is a pure champion through and through. Coming out of the gate the way he did by taking the first three overalls really made the gap tough for any of the competition to close. His main competitor was KTM's Jeremy Medaglia. He kept Teddy honest right to the final moto but Maier's consistency allowed him to keep the red plate from start to finish. To become a champion once is pretty special. To do it twice shows determination and a rider that never settles for second best.

There were moments in 2012 when you thought Teddy may have lost grip of the title. In almost every TV interview he seemed unhappy with his performance and didn't always believe in himself. Words don't always mean how the person is feeling and Teddy is the perfect example of that. No matter how bummed or down he seemed, once the gate dropped he never showed any of those feelings. He constantly showed that no matter where he started or how we may have thought he felt, there was nothing that was going to get in the way of his second title. His worst moto of the year came in the muddy mess of Nanaimo for round one where he finished 7th. That was soon forgotten after going on a six moto winning streak. He made quick work of any rider that presented a challenge and took control of the series lead right away. His rides in Kamloops and Calgary were so dominant that after that third round in Cowtown all bets were on Teddy for the title.

The very cool thing about Teddy this year was when he wasn't the fastest rider on the track because he still earned the points he needed to stay in control.





Champions are made on their bad days. They know that even when circumstances go against them, they still give it their all to manage the damage and never give the competition a glimpse into their kryptonite. From where I stood at the final four rounds you could see that Teddy was nervous, but he never let it show on the bike. Your competition may think they've got you, but once you throw the leg over the bike and erase any confidence the competition may have had in the pits, that's a skill I would like to have. That's a mind game that makes the better rider always wins. Teddy Maier played that game many times towards the end of this summer. Just when you thought he may lose, the #3 Monster Energy Leading Edge Kawasaki would make us all look the fool and check mate the other racers. It was truly cool to see the way he could control the race each time the gate dropped.

So what's the next step for Teddy Maier? Will he come back to Canada where he will have to ride MX1 after pointing out of MX2? Will he chase the dream of becoming a great racer in the US? Whatever path Teddy chooses you know he will attack with the same mindset that has brought him two MX2 Canadian titles. We are fortunate to see the motocross skills that Maier brings to the table. Canadians love to see Canadians win titles in our own country. We pride ourselves on our passion for the sport. When riders like Teddy Maier come to Canada, with his humbling attitude and thirst for winning, we don't mind when people like him take our titles home. Teddy, you're welcome here any time!!









Side x Side has been a fun addition to the show. Most fans want to see them tipping over and rolling. Thanks #46

Adam Jones gets loose for the freestyle show.

I am sure once the news becomes final and the Montreal Supermotocross is no more, a terrific retrospective story will come out in this mag with some great highlights from throughout the years. I can think of a handful of amazing moments, some good, some not so good, but still memories all the same: JSR winning his fifth MSX MX1 final tying the great Ross Pederson for total victories, albeit on the same night that his teammate and good friend Blair Morgan crashed in practice and broke his back in the final race

of his career. I remember Tommy Fortin pulling the first back flip in Canadian history, then a few years later Scott Murray did the first double back flip. From the freestyle events to the Endurocross to the ATVs and the "Buggieess!", to the Side by Sides and of course the Supercross racing, Montreal has been home to Canada's largest motorsports race for over 30 years. If 2012 was to be the last, it certainly did not disappoint.

I have been involved in the TV production of the Montreal Supercross TSN broadcast since my first

year in 1999. That year Ross Pederson and I did the live pay-per-view broadcast as well as the TSN one hour production. Brian, Gauldy and I took over the on-camera duties in the early 2000s, and since then the Canadian Motocross TV team has been helping deliver this truly remarkable event to the screen. 2012 was going to be no different. As I had stated in the past, the last few years have been the best ever. With Felix Trepanier's Taxi Production crew handling all of the field production duties, the three of us were able to concentrate on the action on the track. Gauldy handled all of the pre-race interviews then was track side during the race, the three of us cut an opening stand-up for the one hour TSN show just as the lights went down, then Fabs and I headed up to the Monster VIP area and got treated like kings for the rest of the evening. Sure we were still working, making a ton of mental notes, but as they say, when it's time to let loose, you got to unleash the hounds.

Quick shout out to Nelson, Blair, Chris, Wes and all of the Monster Crew. They put on a first class VIP section. This year they moved their second unit to the mezzanine in the northwest corner of the stadium, which had perfect sight lines. Plus, if you needed a different look, you could always slide out to the ultra-trick Monster stage with the second floor viewing area right beside the slick and rough sand section of the track. Awesome! Thanks fellas.

The first thing I noticed when I got onto the floor of the Big O was JSR's newly designed race course. We've talked about it in the past about

→



how difficult it is to build a Supercross style race course for four different disciplines. Sure, including Endurocross and buggies in the mix as in years past had been more challenging, but for me, coming up with the best Supercross track design then working the ATVs and Side by Sides into the solid SX layout is the way to go. I think JSR did a great job this year in accomplishing that task. The floor of the Big O is enormous, which gives you a good canvas from which to design from. Obviously the Freestyle is of immense importance, so giving FMX two good take off areas and one good double landing mound in the middle of the floor was perfect then you work the race lanes all around the newly established interior. When we think of Supercross we think timing, difficulty, speed and passing options. JSR's track this year had all of those items. It will never be an AMA SX track so there is no comparing it to that type of surface, and let's face it Pierre Corbeil was trying to put on a good show. That means good racing, which means it can't be too difficult or else. A certain two or three riders would more than likely just take off, which I suppose they did anyway, but regardless, the racing just behind them was spectacular.

There were a couple of twists to this years' program. First off, the MX2 All-Canadian Final, which normally started the second half of the program, was moved to the end of the first half and the "show" actually started with side by side racing as opposed to the norm, which would have been MX1 qualifying. All of this led to a new addition for 2012, the "SX Super Final", which pitted the top 10 MX2 finishers against the top MX1 finishers in a grand finale race. I have to admit, I thought this was a great idea. I get that racing a 250 against a 450 on a big SX track may not seem fair, especially out of the gate, but as far as the show is concerned giving the crowd another SX race in the evening program is nothing but a good thing.

We know the results, so let's take a look back at some of the things I was impressed with throughout the course of the evening. First off, I think having the mini-sportsman show in the old pit area of the Biq O was a great idea. All of the spectators had to pass through this area in order to get into their seats, so it was a great way to focus the buying public's attention on new models of bikes, boats, ATVs and gear, plus Monster Energy had a high profile set up with a mini half-pipe, tunes, MC, sampling, and their new Ski Nautique boat...really cool. When Brian and I went down to have a look, the whole corridor was jammed with people, so mission accomplished downstairs.



broke. He was all about the experience.

Middle:

This could be the final year for the Supermotocross. If it is the final, these fans were treated to one hell of a great show.

Bottom:

Vicky Golden became the first woman ever to race the Monster Energy Montreal Supermotocross. She also qualified for the MX1 main event.

The side by side racing is interesting, for sure. While I will say it is not as high energy as the buggies, especially when you consider the personalities the buggies brought like Daniel Gagnon, but when you are thinking about racing vehicles that people actually buy, side by side racing is not only a lot of fun to watch but it's also for a target audience. These rigs are totally tricked out, super fast, and get themselves into trouble real easy. The track was not the easiest to pass on but that didn't stop these four-wheel maniacs from cutting loose. Lots of roll overs, bar banging and stuffs. I like it, and if the MSX continues, I hope they keep this discipline.

The quads, or VTTs as Brian and I love to call them, have long been one of the most exciting attractions at the Big O. There is no doubt that ATV racing is bigger in Quebec than anywhere else in the country, so there is focus here. Corbeil has always added the biggest and 🖴











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Bringing Nate Adams in was a huge success for the show. This guy is a class act and can make a bike do some crazy things.

Bottom: The future stars of the sport. best names in ATV racing from the States so you know the caliber is top notch. Let's face it, having Wienen, Brown, Creamer, Upperman and Miller navigate your race course means the ATV racing is going to be super fast. With last year's winner and Quebec favourite Richard Pelchat in the mix, it means the crowd can get loud as the #46 Can Am blasts through the turns. Weinen won the final, which was the first time a Yamaha had topped the podium for a while, but he had to work for it. From up in the Monster Mezzanine, the action was hot.

We have said many times how important the Freestyle show is in

Montreal. When you think back to the list of names that have jumped under the flexible roof of the Big O, some of the best FMXers in the world have made it to Montreal. I personally don't think a Supercross race should go off without having Freestyle in the program. It is a great halftime show and the fans love it, simply put. Even back in the days of my Monster Truck tours, there was never a race we went to where there was no freestyle, it was just "part "of the program, no questions asked. This year, Trepanier and Corbeil pulled out all of the stops by securing X Games gold medalist Nate Adams

as well as Adam Jones, Milot, Paul Smith, and Bruce Cook to name a few. You knew the show was going to be off the hook. To be honest, I think Adam Jones' last back flip, where he held his rotation off while he was completely up side down for a second or two before whipping the bike back around for the landing, was the best trick I have ever seen. I'm pretty sure he threw a combination at the same time, but to see Jones hanging upside down without the bike rotating was incredible. I thought for sure he was doomed, but as with almost every FMX jump, the boys expertly bring the bike back into posish for a quick twowheel touchdown. What a show!

The Supercross racing was just that, super. I know the odds on favourites won both classes but the races themselves, especially for podium positions, were outstanding. There was no doubt that all of the hype was in the MX2 class. Friday's practice qot the testosterone flowing as JDags and Cole T got into each other's grills, and this animosity carried on into Saturday's first practice. The last stuff on Jeremy by "Mrs. Ts" youngest was the last of the contact before the main, but it seemed to have set Jeremy back a bit. It took him a while to get back on the bike, and after that he seemed to have the wind taken out his sails. The biggest issue I saw for Jeremy was the big quad on the north side of Le Stade. In the MX2 class, only Cole and Benoit were doing it consistently, and from





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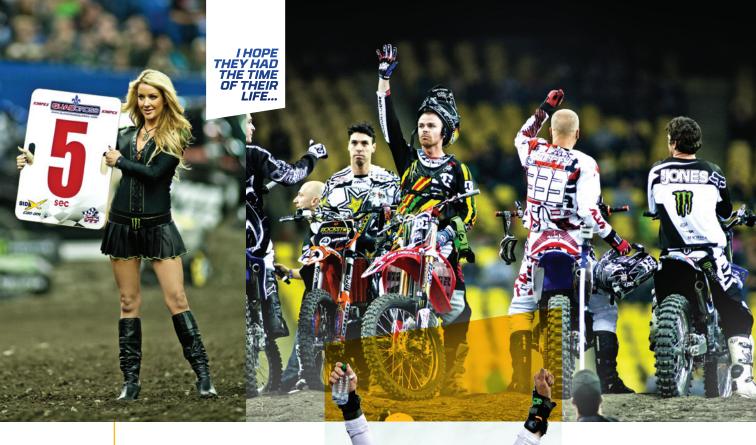
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Top left: Summer Daniels goes to 5. Yummy!!

Top right: The freestylers salute the Montreal fans. Thanks for the epic show

fellas.

Middle: Matt Goerke continued to be the top dawg. He won both the MX1 and Super Final. what I saw Jeremy didn't attempt it all. The MX2 final got off to a torrid pace with the #15 KTM charging out to a familiar holeshot and the early lead. For four or five laps, Cole applied a healthy dose of pressure, finally getting JM in the aforementioned quad but then losing the lead to a nice comebacker from Medaglia. Jeremy gave it all he had but just could not match the lap for lap pace of the younger but more experienced Supercross racer in Thompson. To be honest, I like the chop busting. These guys all seem to be good friends (except Thompson and Medaglia I suppose), and while there is a certain level of respect, I believe that "win at all costs" in this sport is a needed angle.

There was really no way Matt Goerke was not going to win the MX1 main unless he himself lost it by putting his rig into the dirt. He is just plain faster than anybody right now, and as much as I want him to come back next year, unless Facciotti is 100% ready to go, I fear we will get a 2013 season much like 2012. Goerke's line choice was superb, his throttle control impeccable and confidence a mile high. It will be interesting to watch him this winter in the AMA SX series. I was also impressed with Maier, Bowers, Kiniry, and Medags for coming back after the bad end to his summer. Dusty, well...he still is quick but he better win something and soon. His is a joy to watch, he just needs to be faster.

If an outsider was to look at the list of competitors in each of the disciplines for 2012, he or she would probably say "That is an incredible line up, I better get a ticket right now or else it will be sold out" (although they probably would have said it in French??]. Well, it is obvious that putting on an incredible show with a huge list of big name competitors should be sure to draw a full house, especially in Quebec, but it just didn't. It used to, and I'm sure the earlier shows were as good as it is now, but even a better show isn't bringing the big numbers into the Stadium. To be honest, I am not sure what to say about the dwindling crowds at the Big O. I really can't put my finger on it. I truly believe Pierre Corbeil has been extremely innovative in terms of trying to keep the

line-up fresh, bringing new disciplines

in to try and bolster attendance,

spending big money on the world's

best freestylers, and even in this year's event, bringing two of Canada's most famous race car drivers in to compete in the side by side event (both French Canadian at that). But even that addition to the line-up did not help prop up the sagging number of butts in the seats.

It's a game Corbeil has played for a long time.

For most of us, going to Montreal for the SX is about having a good time and watching some good racing, but for Pierre it's a business opportunity and he makes money when there are people sitting in the stands. Maybe this race needs to take a hiatus for a few years and come back strong when the itch returns. Either that or the AMA will be coming to town next year, then everything Pierre has said, thought and tried will be a thing of the past. I know the official statement is that this was Pierre's last year as he has now handed the reigns off to his son and protégé, Oliver, but if I'm Oliver, I may be looking to get into a different line of work. The promoting business is a tough one.

If this was to be the last Montreal Supermotocross, well I'm glad I was there to witness it first hand, and I will take this opportunity to say thanks Pierre...







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year, both Jeremy Medaglia and Teddy Maier struggled to get wins with Teddy capturing but one and Jeremy winless. It was time for Medaglia to take charge and get in Teddy's head because there were only four motos to go. Racing is a huge mental game and Medaglia was owned by Maier up to this point. Could Jeremy put a stop to Teddy's consistent roll and get in his head to force the championship title to go down to the wire? That question was answered with a perfect day by Medaglia. He grabbed both holeshots and led every lap and in doing so closed the points gap to just 19 with two motos left in the series. He had a shot, mind you it was an outside one, but it was still a possibility. When Teddy was interviewed for TV you could tell that he was flustered after his 2-3 day, especially after losing 8 points. Jeremy knew how he felt and it was if he could smell

blood. The one thing I have learned about the Medaglias, if you give them an inch they will take a mile if it means grabbing the win/championship. Jeremy is one tough hombre; there is nothing he wouldn't have done to win the title. The table was set for a dramatic finish to the series at Walton.

Over in the MX1 class, Matt Goerke only lost two motos up to this point. He had the opportunity to clinch the title at Sand Del Lee but he would need his rival, OTSFF Rockstar Yamaha Motovan.com rider Bobby Kiniry, to have an off day. Matt Goerke may have received his wish before the day even started. Bobby Kiniry raced the Saturday before at Southwick. You would have to think, no matter what kind of animal Bobby K is, that he would be exhausted from racing all day then driving up to SDL to race again. These kinds of stories are un-





Left: Aaron Pfrimmer on the gas a little too hard with the tricky soil conditions at MX101's MX Park. That's the extra cool thing about Sand Del Lee. The dirt can make you look like a hero when twisting the throttle wide open all the time, but it can also put you to the ground with ease and make you look like a zero.

Top right: Manitoba hero Ryan Millar showed up for a few eastern nationals. His results weren't great but he grabbed some holeshots and showed that he can still go very fast when he wants to.

Middle right: Matt Goerke piloted his Monster Energy Leading Edge Kawasaki to grab the final Royal Distributing Holeshot of the day and led wire to wire to claim the victory and the championship two motos before the series ended.

Bottom right: Very enthusiastic race fans came out in droves for the Sand Del Lee National. Always one of the best rounds year to year.









Not even eighteen hours earlier, Bobby Kiniry was on the gate at Southwick in the US racing the best in the world. He then jumped in the car and drove up to SDL to race the best in Canada, and as you can see here gets to the front early in moto one. The guy is some kind of science experiment of strength and determination for racing.

heard of these days because of the softness of most racers. Bobby K is old school and just loves to race his bike no matter where the gate drops. Even at SDL he mustered up the fastest qualifying time and posted a solid 2-3 moto performance including a holeshot in the first moto. It was unreal that he had accomplished what he did in less than 48 hours. I believe Bobby is a descendent from the motocross racers in the '70s and '80s when men were men. He was sent by those exceptional athletes back in the day to show the new school racer that this sport is not for the weak. Though it was truly inspirational to see what BK did, it was the perfect day that secured the MX1 Championship for Monster Leading Edge Kawasaki's Matt Goerke that stole the press. There was no stopping Matt in 2012 and he proved just that from the first gate drop back in June at Nanaimo. The year just clicked off with ease for the quiet but friendly Floridian. Out of the 16 motos in the series he won 14 of them and wrapped up the Monster **Energy Motocross National** MX1 title with two motos to go. In the premiere class the story of the year was Matt Goerke. He came with one goal in mind and reached it beyond the expectations anybody had for him. We don't know if Matt will be back in 2013 but we sure do know that the competition hopes he doesn't after the absolute waxing he laid on every rider that lined up beside him in 2012. It was arguably the most dominant performance in Canada since the years of Rollerball and JSR. Welcome to the elite club Mr. Goerke!!! MAG





THE FINALE CHAMPIONS CROWNED







hold either the first or second position, but third was still up for grabs between Brad Nauditt (outside shot), Topher Ingalls and Jared Allison. It was tough for race fans to make their picks. All three of these quys are great riders, good dudes, and each deserved the final spot on the podium at series end considering all the hard work they had invested. So who was it qoing to be when the checkers waved after moto two?

Jeremy Medaglia did exactly what he had to do by winning the first moto but Maier took second. The gap was then a full 17 points. Medaglia needed a miracle, one that he would not get. In moto two, he got off to a good start but crashed several times while trying to make the dream of winning a title come true. He crossed the line in fourth after Teddy grabbed second, clinching his second MX2 Canadian title. With Matt Goerke claiming the top spot in MX1 and Teddy Maier taking MX2, it was a full sweep for the dominant team of Monster Energy Leading Edge Kawasaki in 2012. As a Canadian fan you want to see Canadians win the title but you cannot take anything away from these two riders or the

team. They came prepared and executed their task to perfection. Congrats to the team, their staff and the riders for a great summer.

In our industry the majority of the vote to finish third would have gone to Yamalube TLD Blackfootdirect. com's Jared Allison. He's Canadian, his family is very supportive and there's no nicer kid that has put in the effort. In saying that, there was no way either Ingalls or Nauditt would let it happen easily. When the gate dropped for the first moto it was Allison that took control while both Nauditt and Ingalls struggled. Nauditt finished 8th, Allison 7th and Ingalls 14th. This left a gap between Ingalls and Allison of only two points with Jared in front. All Jared had to do was beat or at least finish close enough to tie Ingalls in the points to claim the third spot for the championship. The table was set to perfection for the most dramatic finish in the championship in years.

As I stood down at the gate before the final moto, you could hear a pin drop. Not one rider talked and no personality came out because they all knew this was the final race. It was all business, almost scary to be honest. You just

Top: As per usual. the final round was full of thousands of crazy fans trying to get up close and personal with their favourite racer.

Left: Redemption Racing's Gavin Gracyk rode to an amazing second place finish in moto one. The way he ended the vear was quite remarkable.







Left:

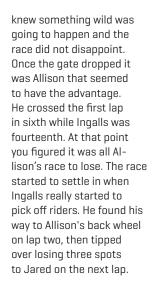
Walton always attracts an amateur that has jumped to Pro or is a big name that has come to just race. This year it was a US "B Class" racer that jumped to Pro by the name of Dakota Alix. He grabbed 3rd in moto one and looked super impressive at the age of 17.

Top Right:

Monster Energy Motocross National MX1 Championship podium: 3rd - Dusty Klatt (R), 2nd - Bobby Kiniry (L) and Champion Matt Goerke (M).

Riaht:

Your Monster Energy Motocross National MX2 Championship podium: 3rd - Topher Ingalls (R), 2nd - Jeremy Medaglia (L) and Champion Teddy Maier (M).



Gopher Dunes Honda brought up Blake Savage to ride the bike of their injured rider, Tyler Medaglia. He got them lots of press and also took \$200 home from Royal Distributing after grabbing the moto two holeshot

Once again it was Allison's to lose. Ingalls then found another gear and passed all the way up to third after J Medags went down. At the checkers, it was Ingalls third, Medags fourth and J Allison fifth; a four point difference giving the third spot in the title chase to Ingalls by two. It is hard not to relive the moment of excitement we all had on that day. There was a mere 2 feet between Ingalls and Medaglia at the finish; crazy way to end the 2012 season in the MX2 class.

Out of a possible six riders on the championship stage at Walton, Canadians made

up for two. Once again, the US riders showed they are superior but imagine what could have been without all the injuries to Champions such as Colton Facciotti, Ty-Ier Medaglia and the working class hero Kyle Keast in the MX1 class. That's why this sport is more enjoyable than most; you just never know what you're going to get when that gate drops. So 2012 is in the books. Dreams came true, tears were had, and championships were won. Thanks Canadian motocross. Once again you took my heart and left me breathless for another summer. MAG





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Above: Cole Varty, #26, RJ Marnoch, #630, and RJ Roy, #14, go bar to bar in one of the week's many Intermediate motos.

hear it, it fires off an emotional response. It triggers the idea of becoming better and it creates a new opportunity to be unique or different. In motocross and promotions, change is critical. The sport of motocross is fuelled by youth, speed and energy, as it physically and mentally demands the best from all athletes who take part in competition. Change, from week to

week, month to month or year to year, is unavoidable in sport, especially in motocross, but change is not only forced upon the competitors. The demands of motocross and change is also forced upon facilities, tracks and promoters alike. It is a tall glass to fill, often a very expensive one. When riders pulled into the gate at the 2012 Parts Canada TransCan at Walton Raceway, change was what was on everyone's mind.



Earlier this year, long time Walton Raceway Track Manager Matt Lee decided to step away from the farm he had grown up on. Matt elected to focus on a different career, raising his family and making a change in his life. "It was hard, much harder than I thought it would be to leave the track," explained Matt.

Matt has been around the racing scene a long time. Once he packed in his Pro racing career, he focused his efforts on becoming a top notch track builder. For more than 10 years Matt carved and sculptured motocross tracks across the country for Nationals, plus private tracks for many Pros and amateurs. Matt is perhaps one of the best in the country at building and maintaining tracks and it seemed impossible to replace his experience and skill.

For Barry Hetherington, he was without a home. His SJG Fourwinds Motocross

Park just outside Port Perry, Ontario ran into troubles and it was forced to close in 2011. For 2012, Barry was a track builder without a track until a change at Walton Raceway was decided upon. Barry was quickly approached to take the lead on the Walton Raceway facility, an opportunity in which he was most grateful. Barry would be directed to sculpt a facility and make a monstrous change. "I knew this would be tough, especially to time everything

BATTLEGROUND LOOKING BACK ON THE 21ST ANNUAL PART'S CANADA TRANSCAN

perfectly for the beginning of the Parts Canada TransCan - the Canadian Motocross Grand National Championship at Walton Raceway in August", said Barry. "I thought to myself, this is going to be twice as hard as anything I've ever done, but it was more like 30 times as hard. There is such pressure on the team to deliver, and the respect I have for Matt, Chick and the boys who have worked here for years has grown since working through this year."

The change was not just in the faces on the machines but the work everyone had in front of them. The entire Walton facility had flipped pits, added bicycle areas, a new building, a new finish line amongst a dozen other things. "It is part of a long term plan for Walton Raceway as a facility," said Chris Lee. "This place needs to be more than just a motocross facility, it needs to be an event facility, but it is also needs to remain as the home to my wife Judy and I," explained Chris. "To grow the facility we needed room, we needed to give people around us the tools to grow it, and that has been the biggest change."

The facility change made for some long walks for people pitted in the back plus it changed the dynamics of where people watched from. "It was interesting to see people's reaction and what they thought of the changes that took place," said Chris. "Some people really loved it, some liked it, some probably did not like it, but it was surely a new change. One lady said she had been coming to Walton for a lot of years and had never watched races from the back section. This year she never made it up to the front to watch because she loved the back sections. I think what everyone was happy with was the fact that we were trying. We never said we would get it all right this year but we are trying and that is what people want, people like change."

Mark Perrin, Marketing Manager for Walton, stepped up into a bigger role, as did Brett Lee, the oldest son of Chris. "This year was a big year. We all had a bigger hand, and more decisions were put on key people. Brett was more involved so this was a change to the dynamic of our team," said Mark. "We looked at things in the

spring and realized that to grow as a business we all had to put our heads down and work hard. We all needed to trust each other with making decisions. This year's TransCan was a big change for me. I learned so much, but it has been a big change having some of the experienced people not here, new people in new roles, and new authority. It worked, and where this is headed is a good thing for all of us and the sport of motocross."

"I think this has been the best
TransCan I have been to," said Bronze
Boot winner Scott Cameron. "The track
changes made the track safer, I think.
There weren't too many ambulance
trips, and the track rutted up and set
up for really good racing. It has been a
great event. Obviously my results make
it more special, but this has been a
good event for everyone in the pits."

The track itself went under a large face lift this year. In many ways Walton Raceway has been limited to change by the land, the existing fencing, the access roads and trees. This year, corners were tweaked and stretched, the new pit layout changed the placement of the amateur starting gate, and new soil was brought in to help build up the track. Overall, whether it was better or not, to many it was important that change had been made and a fresh vibe was presented.

Another change at Walton Raceway was the new role Brett Lee took on, joining in the decision making of all the changes to happen for both the TransCan event and the future of Walton Raceway. Brett's role required the trust that everything would come together, as at the time he still held a large role with the CMRC, travelling to National events Thursday to Monday from June right up until the day before the TransCan began. "I was nervous of the unknown. This event runs so close to the schedule and it is days of racing, every minute counts. I didn't know what our lap times or hot lap times would be and how that would affect us. We had a different finish line for the scoring and officials, and a new scoring transponder system. There were a lot of things being tested for the first time on practice day." The unknowns were the things left on



Above: The new amateur parking and camping area was a huge success.

the list unchecked and until the gate dropped nobody knew how it would work. "Literally the first start on the new gate was the first start of the changed Walton Raceway facility. When racers left the line and came through the start clean. I high-fived Barry and Jake and felt the pressure drop. What made me most proud was the staff that all stepped up together to make things that were not perfect work and work better. Whether it was Ryan Gauld and Dave Bell tweaking the podium and sound for where the crowd was, the people working late to sign people in, the officials finding new roles and making them work, the changes worked because of the staff



that were committed to doing a great job."

The faces on the gate changed. It is the goal in racing to win, but the reality in each class is there is only one winner, one champion crowned. "This was a good year for me, different than any year I have had at Walton," said KTM Marketing Manager Danny Brault. "I will admit that I used to be negative about coming here, but maybe I am getting older or I understand how much work goes into events like this now. This was a lot of fun. I spent the week with buddies hanging out, laughing, telling stories and racing. The track was fun and racing was great, but this was about having a good time with friends."

Perhaps the 2012 Walton Raceway facility theme will be one of change.

Change in the faces, change to the facility and a change for the reason people race for the week of TransCan. There were a lot of changes for one of Canada's oldest events, a change that sets the stage and raises the bar for the 2013 Parts Canada TransCan – Canadian Motocross Grand National Championship at Walton Raceway.

Where it all begins: The 50cc classes

The future of the sport undoubtedly begins on the 50cc track. This year, the new and expanded 50cc track used a large portion of the main TransCan track, with the tiny riders contending with huge ruts and big hills. By all accounts, it was a hit, as the podium finishers spoke often about racing where the big boys do.

In 50cc 4 to 6, it was a talented young Manitoba rider who stole the show. Ryder McNabb went 1-1-1, hucking the big infield jump and getting trackside support and cheers from Alberta Intermediate Cole Varty. Fellow Manitoban Troy Horbaty finished second with three straight second-place finishes while Ontario's Landon Djuro used his consistent 4-3-4 finishes to pick up third place.

In the 7 to 8 class, American rider Hunter Layton was the class of the field, sweeping all three motos for the TransCan title. Quebec's Jeremy McKie and Nova Scotia's Damon Burbine traded the second and third spots throughout the motos with McKie taking second in the championship by just two points over Burbine.

Heading to the big track: The 65cc classes

In the 65cc 7 to 9 class, Collingwood, Ontario's Jake Tricco was all emotion when he missed the win in the opening moto. His second place finish was strong enough to keep him in the running for the title and with dominant 1-1 finishes in motos two and three, Tricco was named champ. Behind him BC's Jacob Piccollo took the opening moto win and put in two solid second place rides for second overall. Quebec's Jeremy McKie recovered from a 17th place opening moto to pick up two thirdplace finishes and steal third in the championship.

In the 10 to 11 class, Quebec's Christopher-Jay DaSilva overcame some serious obstacles to claim his TransCan title. After a hard fall in Wednesday's 85cc action sent him to hospital, DaSilva was a huge question mark for Thursday. But the determined 65cc rider lined up to take two more wins in the class, the TransCan title. Behind DaSilva, Nicholas Cryer rode to 3-2-2 finishes for second place while Sam Gaynor gathered steam as the week went on going 5-3-3 for third overall. Jarrett Biro also had a strong week with a second place in the opening moto.

The future is here: 85cc, Supermini and Schoolboy

In the 85cc classes, two riders swept all three motos to claim their respective championships. In 85cc 7 to 11, Marco Canella dominated with three moto wins. Behind him Ouebec's Raphael Lemieux was solid with 2-2-2 finishes while Justin Neiser's consistent 4-4-3 finishes gave him the edge over contenders Jarrett Biro and William Moreaux.

In 12-to-16 action, it was all about young Joey Crown. The American rider is following in his father's ultra-successful TransCan footsteps, and swept all three motos to win the premiere 85cc class convincingly. Saskatchewan's Kyle Biro was solid with 2-2-2 motos and the alwayspinned Tanner Ward—winner of the Yamaha Factory Ride Award—went 3-3-3 for third overall.

One of the most exciting classes at the TransCan, a quick look at this year's Supermini podium reminds you that the future of moto in Canada is bright. After finding himself on the standby list, Westen Wrozyna wasn't even sure he'd be on the line in the Supermini class. But waiting for the first moto gate drop, a fellow rider Brayden Mackinnon qave Wrozyna his spot at the last minute, launching

championship contention. Wrozyna was on another level in the class, scrubbing everything in sight and riding with an aggression that should translate to an exciting career on a big bike. With 1-1-1 finishes, Wrozyna went largely unchallenged during the TransCan. BC's Jess Pettis had what most would call a solid week with 2-2-2 motos but the Team Green rider had clearly came looking for more. After battling the flu on the opening day of the TransCan, Pettis looked closer to form as the week went on and finished second overall. Saskatchewan's Kyle Biro went 4-3-3 for third overall while Ontario's Tanner Ward went 3-4-4, missing out on the podium spot by just two points.

The Schoolboy class offered some awesome racing with some of the

50cc 7 to 8

rider Luke

Tricco gets

some pre-

race advice

from his

mom.







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BATTLEGROUND LOOKING BACK ON THE ZIST LOOKING BACK ON THE ZIST ANNUAL PARTS CANADA TRANSCAN

Top: Nicholas Jones was a big factor in the Junior classes all week, going head to head with teammate and friend Scott Cameron. Jones won the MX2 Junior class, second in MX3 Junior A and 3rd in MX1 Junior.

Bottom right: The Newf was on fire at the TransCan picking up both the Youth and Plus 25 titles.

Bottom left: Nova Scotia's Damon Burbine rode strong for third overall in the 50cc 7 to 8 class. countries fastest amateurs going bar-to-bar. Joey Crown was impressive, leading the pack on his 85cc while Western Wrozyna was in the mix on his Honda 150 four-stroke but in the end it was Dylan Wright who prevailed aboard his YZ125 two stroke for the 1-1-1 moto sweep and the championship. Supermini champ Wrozyna went 2-5-3 for second overall while Crown went 3-8-2 for third. RJ Marnoch picked up a second place finish in the second moto while Walton local boy Mitchell Godkin was on the podium that moto as well, finishing third.

On the brink: Junior A and Junior B

The competition in Junior A was intense this year, with a battle heating up between Giver Racing teammates Scott Cameron and Nicholas Jones. The KTM riders swapped wins and championships across the Junior class and put in nine hard motos each. Cameron prevailed in both MX1 Junior A and MX3 Junior A while Jones took the MX2 Junior A title. Steven Anderson JR was also in the mix in junior action, but a few falls let the top two just out of reach in the points' race. Skylar Bruce, Dallas Ruff Roberston, Josh Mann, Dain Gourgon, Travis Roberts and Lucas Jeffrey all saw the

podium in the championship chase.

Cameron's two-title performance and nine-moto appearances added up to make him the top finishing amateur for the week, earning him the prestigious Alpinestars Bronze Boot, just ahead of Intermediate rider Michael DaSilva.

In MX2 Junior B action, Justin Cippolone dominated the MX2 class finishing ahead of Felix Lessard and Adam Barth. In MX2 action, Lessard clinched the championship ahead of Barth and Tyler Butler.

This is it: Intermediate

The Intermediate class never disappoints at the TransCan. These are the riders on the brink, the ones who often strip off their yellow plates after their final TransCan motos and suit up in Sunday's Pro National. This year was no exception with the best from across the country battling for championships in all three classes. Between Saskatchewan's Zack Deiana, Alberta's Cole Varty, Ontario's Dylan Wright, Quebec's Michael DaSilva and BC's Matt Davenport, the intermediate talent ran deep and made for some amazing racing.

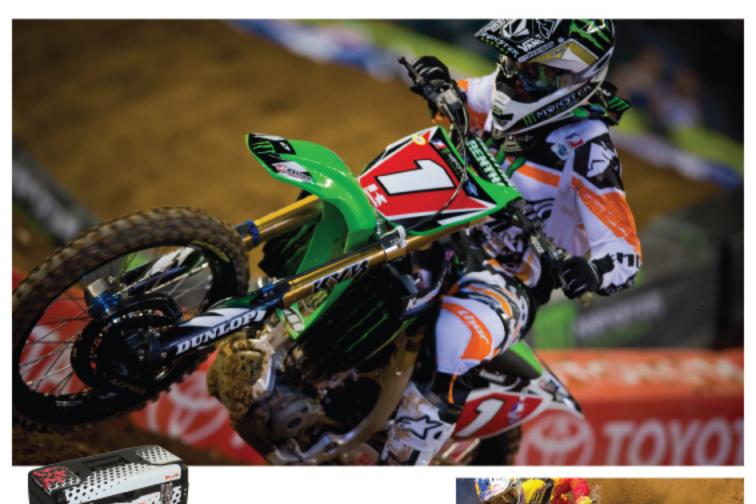
In MX1 Intermediate, Deiana came out on top after going 1-1-3. Behind him Varty and DaSilva battled hard for the second spot, with Varty going 2-4 and winning the final moto. DaSilva's consistent 3-2-2 earned him third just one point behind Varty.

In MX3 Intermediate, there were some epic four-way battles between DaSilva, Wright, R.J. Roy and Matthew Davenport. DaSilva came out on top with 1-4-1 motos while Wright went 3-1-2 for second and R.J. Roy improved as the week went on to claim third with a 5-3-3 finish.











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BATTLEGROUND LOOKING BACK ON THE 21ST ANNUAL PARTS CANADA TRANSCAN

In MX2 Intermediate, Wednesday night's heavy rain played a factor in an early morning moto that later saw a delay in the schedule for track maintenance. After winning the opening moto of the class, Dylan Wright DNF'd the second mud moto, knocking him out of championship contention. That left the door open for a battle between Varty, DaSilva and Davenport. In the end, Varty rose to the occasion, following up his second place finish with a smoking-bike win in the mud, and a second place in the final moto to earn the championship. DaSilva was second with 3-2-1 finishes while Davenport was third with 4-3-5 motos. Wright ended up fifth with 1-DNF-3 in the class.

The great battles in the Intermediate class meant riders were shoe-ins for several coveted TransCan awards. DaSilva was in the hunt for the Alpinestars Bronze Boot, missing out to junior rider Scott Cameron by just a few points. BC's Davenport took home the Rick Joseph Award for a promising up and coming intermediate while Wright picked up the DMX Total Devotion Award. Wright turned heads all week with his come from behind rides [Wright came from

Top: Zach Deiana, #215, was dominant in the MX3 Intermediate class, going 1-1-3 for the TransCan title.

Bottom: Riders get caught up in the carnage off the Parts Canada Cup start.









dead last to third after a dead-engine start protest in the first MX3 moto and also finished third in the final MX2 moto after a first lap tangle with a downed rider had him 20 seconds back of the pack], never-quit riding style and bare-bones tent accommodations.

Lining the fences: Ladies

With a long history of growth at Walton, the Ladies class is always popular at the TransCan. This year, KTM's Kate McKerroll dominated the class with 1-1-1 finishes, using the natural double to make some key passes in the first moto of the week. Renee Riendeau finished a strong second with 2-2-4 motos but it was 12-year-old Eve Brodeur from Quebec who showed the most promise for the future. Brodeur finished 3-6-2, leading much of the final moto and picking up third in the championship. Cierra Busby was third in the second moto while Kassie Boone picked up third in the final moto for the class.

Top left: Fireworks fill the sky after the awards.

Bottom left: A huge crowd turned out for Saturday night's trophy presentation.

Bottom right: Westen Wrozyna, #77, and Saskatchewan's Kyle Biro, #56, lead the pack in Supermini action.





Battle royale: Youth and Plus 25

After a season of unexpected twists, Nova Scotia's Ryan Lockhart found himself throwing a leg over Kyle Keast's practice bike and racing his way back into shape. Beginning the season as a mechanic, Lockhart finished it as a two-time TransCan champ, winning both the Youth and Plus 25 titles.

In Youth action, Lockhart went 1-1-1 over second place American Alex O'Dell and third place and fellow Maritimer Davey Fraser. In Plus 25, Lockhart again swept the class after some good battles with MotoPark's Iain Hayden and Saskatchewan's Kyle Murphy.

Aged to perfection: Vet Junior, Vet Master and Plus 40

There's a lot of talk on the Vet and Plus 40 podiums about how much fun the these classes are as serious as any other. In Vet Junior, MX101's Mark Hurst was the man to beat. Hurst took the championship with 1-2-2 motos edging out KTM big rig driver Steve Beavis (2-4-1) and Rob Hewitt [4-3-5]. Duane Kocher stepped up for the second moto win.

In the Vet Master class, the man/the legend Ryan Gauld swept all three motos over a consistently fast Dusty Wise [2-2-2] and Bob Smutz (4-3-3).

In the Plus 40 class, Matt crown was battling for his sixth TransCan title and was not to be denied. Crown went 1-1-2 on the way to the Plus 40 victory. Gino Alary was strong with 2-2-1 motos while Dan Tricco went 3-4-3 for third overall.

The best of the best: The Parts Canada **TransCan Special Awards winners**

Alpinestars Bronze Boot Scott Cameron #155 **DMX Total Devotion Award** Dylan Wright

Yamaha Factory Ride Tanner Ward and Steven Anderson JR Wiseco Sam Gaynor **GPF** Recovery Award

Dain Gourgon Dan Pelletier Memorial Award Mark Christopher Manufacturer Cup **KTM**

Parts Canada Cup East Coast King of Walton

Matt Goerke MX





and purely unique to him. Crouched, tucked down, smooth at times, reckless at others, like Topher himself, it is hard to fully describe.

His season had been a wild ride of luck; determination and ignorance to the odds and obstacles.

He started this season off in with a shoving match in Nanaimo with series favourite Jeremy Medaglia. Ingalls didn't apologize for the run in and came back swinging (not literally) with 4-3 moto scores in Kamloops for 3rd overall.



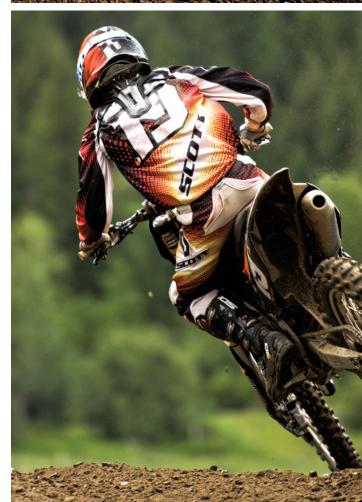


him to the mechanics area for repair. In one of the most entertaining, frustrating or pesky moves, depending on where you sit, he pulled onto the track and followed race leader and series points leader Teddy Maier, even showing him a wheel. Eventually his Honda engine seized but by that point Maier and the entire Leading Edge Team were extremely annoyed with Ingalls. The seized engine in Calgary led to yet another bizarre moment in the Topher Ingalls story. By late Saturday in Edmonton, his bike sat with no engine. Money, time and resources were against Ingalls. Not afraid to ask, Topher began campaigning different pits for a bike, any bike. Finally, he scored the use of the practice bike of defending Women's National Champion, Denaye Giroux. He set the sag, slapped duct tape on the bike for numbers and raced it to 5-8 finishes for the day!!!!

The series took the summer break and then re-surfaced in the grueling sands at Gopher Dunes. Deep whoops, demanding conditions and a heavy emphasis placed on set up are keys to success at Gopher. To many people's surprise, Ingalls posted consistent 4-4 finishes. The strong ride helped him in the points run but he still sat outside the top 5 in series points. In fact he was more than 25 points out of 3rd.

In Ste-Julie, Ingalls parted ways with his travel partner, Bryar Perry. Perry was simply over it, over the tough life, the grind, and maybe even Topher. Whatever the reason, Topher was completely on his own but unfazed. As he talked casually with national series Head Referee Paul Kingsley, while Paul changed Topher's rear tire, the pesky rider was completely undeterred. He was focused on getting to third in the points, and was focused on finishing the last four races with or without anyone. 8-6 in Quebec wasn't his best finish of the season but it was good enough to creep into 5th in the series points.

Moncton came, and similar to what often happens in our sport, opportunity came at another



rider's expense. Kyle Beaton and Jared Allison both were in front of Ingalls for 3rd overall. Allison was soldiering through with an injured knee and Beaton crashed hard in moto one ending his series. Topher nailed down a consistent 4-4 and beat Jared Allison, series rival Brad Nauditt and of course Beaton. The gap was closing for third spot in the MX2 Championship. The gap had then dwindled to 6 points with four motos to go.

It was becoming hard to believe, almost frustrating for riders battling Topher. His program was unpolished, his style was inconsistent and his bikes appeared susceptible to failure. But from Gopher Dunes forward Inqalls was anything but inconsistent and unsteady. Sand Del Lee would be no different. While he struggled to light his bike on the line for the hot lap in moto 1, at the last minute it fired and he pulled it together. Lady luck delivered his competition some costly DNFs and Topher pounded out another steady 5-4.

Finally, Walton! Ingalls was then in the points lead for third; behind him - Jared Allison. The frustration was showing on Jared Allison. The injured knee was holding him back enough to allow Ingalls to creep into this scenario. Third place had slipped away due to a flat the week before and the pressure was mounting for all riders. In moto one, Ingalls made a mistake and delivered his worst finish of the series, aside from his Nanaimo blunder and Calgary DNF. Jared Allison dug deep through the pain and delivered a clutching 7th on the rutty Walton track. It was set for moto 2, the showdown for the podium. Who would beat who? The two were locked with a couple points apart.

Topher, in typical fashion, naïve to the pressure and his first moto performance, rebounded, unfazed, and jumped up with the lead group. A freight train of riders chased him, led by Jared Allison. The pace and pressure picked up and the two riders began a one moto, winner-take-all duel. Soon, Dakota Alix, who held one of the top spots, crashed out and handed



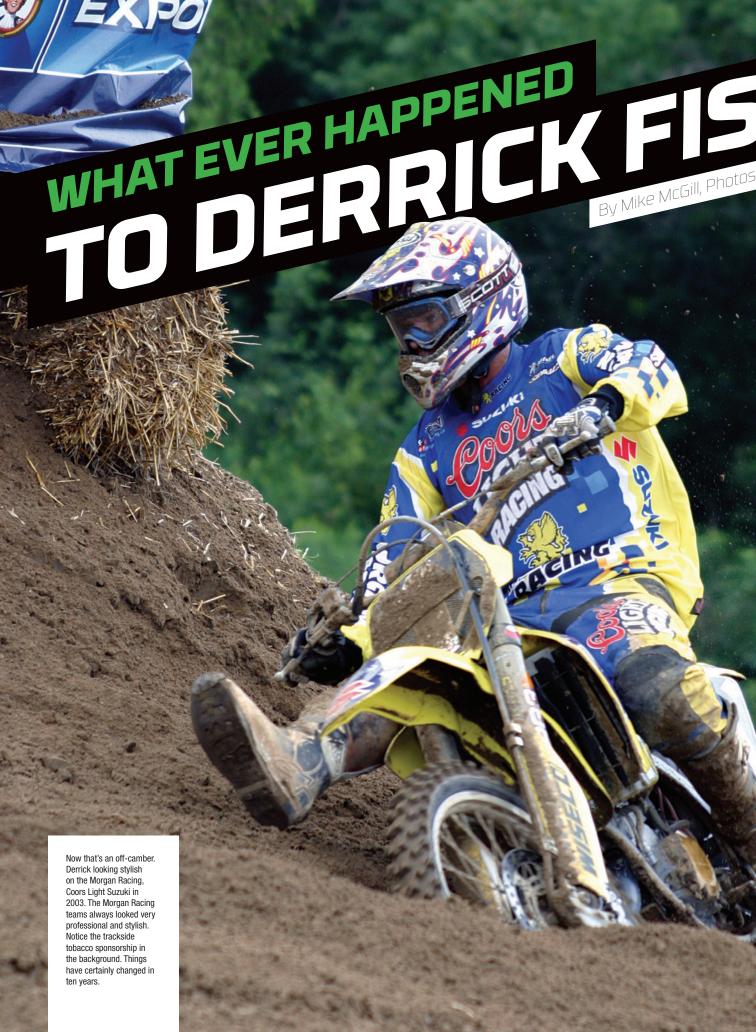
Ingalls third place, the spot both riders were fighting for in the series. As the moto wore on, Topher couldn't stretch out his lead but Allison couldn't cut into it. In the order they sat at that moment, Allison was going to take the third in the series, but a storm was coming in the form of Jeremy Medaglia. Medaglia crashed early in the moto, and despite a very slim chance of winning was slicing through the pack to make up every point with the hope luck may be there for him by the checkers. In the second to last lap,

Medaglia passed Allison and the points shifted to Ingalls' favour. Medaglia then went to work on Topher. The factory rider hounded the privateer for the entire last lap but Ingalls stretched the cable on his tired Honda. He didn't know what being passed meant but he knew every spot mattered. He drove it hard to the line with Medaglia wildly revving his bike in behind. The 14-3 would score him the overall ahead of Jared Allison.

Ingalls stood by himself on the step to the stage

waiting to be called up to earn his series trophy. "I feel a great sense of accomplishment right now. I feel very accomplished." The talkative kid almost seemed lost for words.

Privateer life at the very toughest, borrowed bikes, good luck, bad luck and a healthy dose of ignorant bliss allowed Ingalls to earn himself 3rd overall in the Monster Energy MX Nationals MX2 Championship. It was a great accomplishment, one he should be proud of. He didn't do it the easy way.





ne of the things that has always fascinated me about motocross, and sports in general for that matter, are the stories behind the riders that never quite make it; the ones that seemingly have all the tools and talent to make it but never quite get all the way there. You know the ones I'm talking about, the amateurs who dominate from day one, clean up at all the big events then jump into the Pro ranks with a lot of hype surrounding them. Almost as quickly as they arrive, they disappear from the scene, sometimes never to be heard from again. Why is it that some of these kids go on to have long and successful professional careers while others seem to get lost in the shuffle? Is it luck? Is it timing? Being at the right place at the right time? Perhaps it's a combination of the two. Who can know for sure but one such story is that of Brantford, Ontario native Derrick Fisher.

The first time I saw Derrick Fisher ride a dirt bike was back in the mid-'90s. Some friends and I went to practice at a track called Eagle's Nest which was, and may still be for all that I know, located on the Six Nations Reservation in Oshweken, Ontario near Brantford. What I immediately noticed when we pulled into the pits was this really little kid bombing around on a Suzuki RM80, and when I say little I wasn't kidding. He was small. He seemed to be having a heck of a time though with his bright, almost white blond hair flowing out the back of his helmet. He was really ringing that bike out. I remarked to my buddy standing beside me, "That kid is way too small to be riding that bike." "Oh, that's Derrick Fisher", said my friend, "He's really good, He's going to be a star." Well I'd heard that before of course but still I made a mental note of the name and filed it away, as I do. I then continued to watch him as I was really getting a kick out of seeing the little guy rip on the RM80.

It wasn't long before I started hearing about Derrick a lot. It seemed as if my friend's prediction had actually been accurate after all as he really was becoming a star. With backing from not just his parents but Brantford's Cycle City and Suzuki Canada, Derrick was virtually unbeatable in Canada during his mini bike career. His multiple titles at the Walton TransCan can attest to that. His only real competition on the little machines came in the form of West Coast hot shoe Darcy Lange. Their much anticipated match up came in 1994 and it could not have gone better for Derrick as he bested Darcy in both the 85cc and Supermini classes. Derrick went on to capture six Amateur National Championships in total at Walton. He also scored a professional win there in the East/West Pro 125 Shootout in 2003. Canada wasn't the only place where Derrick was beginning to make a name for himself. Starting in 1994 and for every year after that until 1999, the Fisher family made the trek to Tennessee and Loretta Lynn's ranch for the American Amateur Nationals as well. This of course is the biggest amateur event in the world and Derrick's results over his tenure at the ranch did not disappoint as he went up against arquably some of the biggest names in the history of the sport and came away with several podium finishes, most notably a 3rd overall behind a couple guys named Pastrana and Stewart in the 85cc stock class in 1995. He managed another 3rd in '96 and a 2nd behind eventual winner Josh Summey in the 85cc Stock Class in 1997. "I thought I had it won that vear", recalls Derrick, "I won the second moto (Loretta Lynn's utilizes a three moto format) and I was winning the third but bobbled on the last lap and that was it." Summey got by Derrick to take the win and the overall. Summey and Fisher became great friends during their 🖴







LEFT: Rare photo. Derrick does his best Kevin Windham impersonation. Not too many people got to see Derrick on the Blackfoot Honda in '04 as a preseason practise crash, resulting in a broken leg, all but wiped out his year. **CENTRE:** Fisher always had the beach burn look going with the California blonde hair. He may have looked casual off the track, but on he was anything but. **RIGHT:** Catching a ride. Derrick (yellow t-shirt) catches a lift with some friendly competition back in the Loretta Lynn's days.



times together at the ranch and still keep in touch today. "Ya, I still see him once in a while", Fisher says of his old rival. "Whenever I do he always reminds me about how nice my trophy from Loretta's is...just a little smaller than his", laughs Fisher.

While Derrick was making his rise through the mini cycle ranks, the Fisher family began spending more and more time south of the border in search of stiffer competition for Derrick. In fact, entire winters were spent in places like Florida and Georgia with the sole purpose of chasing Derrick's motocross dream. Derrick was home schooled throughout this period. By the time he was twelve the family made the decision to actually relocate to Georgia where Derrick could race and train year round. The decision was made easier by the fact that they already had family living in Georgia and Derrick's father worked as an electrical engineer, a profession in which he had no trouble finding good work pretty much anywhere they might decide to go.

While Derrick's amateur results were impressive to say the least, we all know how competitive the battle for the coveted factory ride can be. While the list of guys that he would beat regularly at Loretta's included several big names like Bobby Bonds, Gavin Gracyk, Ryan Morais and Justin Brayton to name but a few, when it came time to turn Pro things didn't go quite as smoothly

as Derrick had hoped they would. Injuries and lack of solid support hampered his first two seasons on the professional circuit. His homeland beckoned in 2002 however and Derrick signed with the Morgan Racing, Coors Light Suzuki Canada Factory team to contest the entire National Circuit on the 250 and the 125 East Series. Back then the CMRC Nationals divided the 125 Championship into an East and West series. The top ten in each series would eventually battle at the final race in Walton in an East/West Shootout. While he struggled a bit on the 250, Derrick's main focus would be on the 125 East Series and he came out swinging. Veteran American Pro Mike Treadwell signed with the Factory KTM that year and looked to be Derrick's stiffest competition for the title. "I actually felt really good that year", recalls Treadwell. "I won the first round but then I crashed in the 2nd moto at round two and damaged some ribs". That would be the turning point in the series as a hurting Treadwell was no match for Derrick who was absolutely flying on the RM 125 that year. "Yes, I think Derrick was faster than me anyway", remembers the modest Treadwell, "but I did feel I could pressure him into mistakes late in motos." It wasn't to be for Treadwell however who added that, "Derrick was always a great guy to race with. He always raced me clean and it was a fun series.....except for the whole

Iron Mike.
Factory KTM
rider Mike
Treadwell
battled
Derrick for the
championship
in '02. A round
two crash
and some
banged-up ribs
proved to be
his undoing.

racing the last two rounds with broken ribs thing."

To the victor went the spoils. Derrick was making a nice salary from Morgan Racing and also bagged some welldeserved bonus money for winning the championship. "It wasn't so much about the money at that point though", remembers Derrick. "Morgan Racing was a very professionally run operation and I really enjoyed being there" So much so that he re-signed with them for the 2003 season. The 2003 East Coast Championship series was shaping up to be another barnburner as Blackfoot Honda enlisted Michigan rider Randy Valade to go up against Derrick and Kawasaki brought Kentuckian Ryan Sipes into their stable. The top end of the field was filled out by several very fast Canadian Pros such as Pierce Chamberlain, Michael Island and Ryan Lockhart. Derrick was up to the challenge however and at the opening round in Barrie, Ontario he rocketed off the line and quickly opened up a twenty second lead over the pack on his way to a convincing victory. A first turn crash in the second moto left Derrick in last place, but he slashed his way through the pack and in an unbelievable display of riding came all the way back to second and just narrowly missed passing Sipes on the last lap for the victory. Unfortunately, one bad moto at Ste. Julie would end up costing Derrick dearly as when 🛶



WHAT EVER HAPPENED TO DERRICK FISHER?

it was all said and done he lost the championship to Randy Valade by the slimmest of margins; two points was all that separated them at the end of the series. A win at the East/West Shootout helped ease some of the sting of the championship loss and a contract offer from Blackfoot for the 2004 season was waiting for Derrick after the final moto. "Valade and I basically flip-flopped", recalls Fisher who went on to praise his former team. "I loved my time at Morgan Racing but Blackfoot was like the Pro Circuit of Canada. When they talked, you listened. There was no way I was going to say no to that deal."

Things were really looking good for the 2004 season. He had signed with Canada's top team and part of Derrick's deal with Blackfoot stipulated that they would help him out during the East Coast portion of the AMA Supercross Series. His confidence level was at an all-time high and he was set to really do some damage down south and to win another CMRC National Championship. Unfortunately, Derrick suffered a badly broken lea in a practise crash just prior to the Daytona Supercross. The injury was severe enough that it knocked him out for the entire supercross and outdoor motocross seasons. The only race he ever rode for Blackfoot in 2004 was the season ending Montreal

Supercross, and unfortunately for Derrick Blackfoot opted not to re-sign him for the following season.

2005 was shaping up to be a make or break year. While Blackfoot was no longer an option, there were some opportunities in Canada but Derrick felt that his U.S. window of opportunity may be closing. If he was ever going to make a mark for himself as a professional, south of the border it would have to be now. Without any real support from anyone other than a few of his loval sponsors, he formed his own team on his dime. He reached into his own pocket to hire a team manager and bought Yamahas to contest the East Coast rounds of the Supercross Series. Team Mentalist Golf was born. While he had no preconceived notions that running his own team would be easy, Derrick never imagined the difficulties he would face in going it alone. "It was just one thing after another", recalls Derrick. "Heck, there was one time when we showed up at a race and had no gear waiting for us. I thought I was going to have to race in my jeans and a t-shirt for a while." Eventually the gear situation did get rectified but the bikes were another story. "They would work great in testing and practice", laughs Fisher. "But when the races started they would break almost every time." Other than a top 20 finish at Daytona and a heat race

win in Indy, the season was pretty much an exercise in futility and Derrick was starting to wonder about his future in motocross. The broken bone total was mounting. The unofficial tally was twenty two by this point in his career. "Could have been a few more or less", recalls Derrick. The whole grind of being a pro racer was really starting to get him down both mentally and physically. "I was pretty much over it by then", Derrick recalls. "I mean, when I was on 80s I would beat Stewart as often as he would beat me. I was looking at where he was and where I was and it really started to get me down."

Derrick had all but decided to pack it in after his disastrous 2005 season but his old team, Morgan Racing, came calling once again for the 2006 CMRC season after several of their riders went down with injuries. Fisher decided to give it one more shot. Things didn't go well however as Derrick crashed at his first race at Gopher Dunes and dislocated his shoulder. "And that was it", recalls Derrick, "I retired." When asked if he has any regrets about his motocross career, Derrick hesitates for a second and then says, "No....well maybe one. I wish I had maybe ridden a little more conservatively sometimes. You know, I was a win-or-die trying kind of guy my whole career, and let me tell you I died a lot of times out there." He won a lot too however and it was that go-forbroke attitude and riding style that endeared him to his many fans.

I spotted it the first time I saw riding that RM 80 at Eagle's Nest Raceway back in the day. Fisher laughs, "That was my mom's bike. I had so much fun on that thing," And as far as regrets go, Fisher continues, "I owe an awful lot of what I have to racing motocross. I got to travel all around, see the world and meet tons of great people. I'll always love the sport". In fact Derrick recently purchased a bike and started riding again for the first time since 2006. "As far as speed goes I haven't skipped a beat", says Fisher. "I just can't qo for as long anymore". While the speed may still be there, there are no plans for a comeback. "No, I'm just riding for fun now", says Fisher.

Derrick Fisher currently lives in Byron, Georgia where he works for an industrial lighting company. He's twenty-eight years old. LANGE

A young Derek Fisher (#33) battling it out with the wild man Chuck Mesley in 1994.







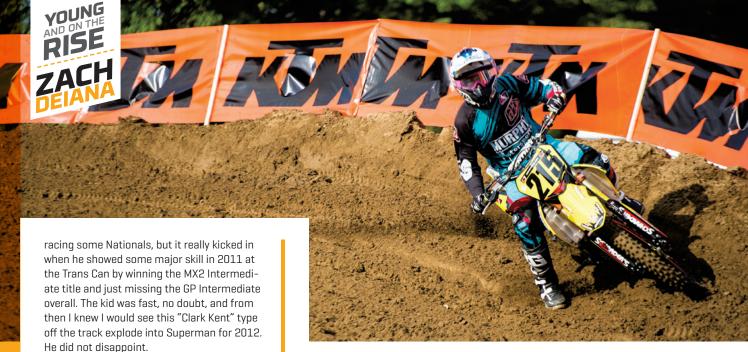












Not many times do you see an Intermediate rider run at the front of the pack once he lines up against the Pros. Tyler Medaglia, Spencer Knowles, Ryan Millar, Richard Grey and Dylan Kaelin are just a few riders that have done just that before Zach. He is now part of that short list. At the very first national in Nanaimo as the gate dropped for the very first moto, Zach found himself right in the thick of the lead battle. By moto's end he would cross the line in 4th, the highest placing in any moto by an Intermediate in the history of the sport since amateurs were allowed to line up against Pros. It was crazy to see the #215 with yellow plates so close to hitting the podium. The summer would continue iust like any other racer with flashes of brilliance and moments of defeat. Each time you watched Zach ride you just knew he had what it took to become a Canadian motocross

icon. To this point I had never really chatted with the talented Saskatchewan native. I was just another fan cheering on a young kid that had oodles of heart.

When it was Walton time, it all changed for me. I met the real Zach, not just the one I watched all year. I met the guy that just loves the sport who has a killer personality, makes you laugh, and wants to pursue his dreams of becoming a champion in the Pro ranks. He won me over as did his wonderful family.

You can say this time and time again. In the sport of motocross you rarely meet people that you could just do without. The



majority of the families and racers are awesome people. Well, the Deianas are no different. It started when Jody [Mom] brought us breakfast in the morning. We had no idea who this lady was but she was our Trans Can neighbour and she wanted to visit. Who am I to turn down some solid breakfast? Then we met Daniel, son Shaky Jake and daughter Payten. To say that we all hit it off was an understatement, but what I really enjoyed about them was how grounded they were about racing. They treated it with such fun and

weren't so serious. They seemed to be so relaxed, well, until Zach went to the line. But they were just so cool, and as an outsider looking in, they looked like they belonged in this sport. When you saw Zach ride, you realized the Deiana family is made for this. With a supportive family, skill on the bike, and a solid attitude, there is no stopping Zach from a prosperous future. When the glasses come off and he throws on his moto gear, he turns into a Superman. Now it's up to him how high he wants to fly. This is why he is Young and on the Rise!!







product available exclusively at your local Parts Canada Dealer

Thor

Circuit Bac

MSRP: \$89.95

- Dimensions: 27"L x 14"W x 16"H
- 3 larger compartments convert to into 1 main compartment
- · Large mesh ventilation promotes airflow and reduces odor
- Abrasion resistant PVC base



Transit Wheelie Bag

MSRP: \$199.95

- Dimensions: 30"L x 16"W x 16"H
- · Polypropylene base for strength and durability
- Oversized rolling wheels for increased ground clearance
- Design to accommodate helmets, boots, and protective gear

Thor

Slam Backpack

Warp Scorpio MSRP: \$39.95

MSRP: \$39.95

Splatter

MSRP: \$39.95

thor

- · Bold screen-printed graphics keep you from blending into the crowd
- · Air-mesh shoulder straps & back panel
- Micro-fleece lined laptop compartment
- · Internal pockets and dividers keep contents organized





Ogio

Monster Trucker 8800 Wheeled Bag

MSRP: \$229.95

- treaded wheels
- Wide Mouth U-Shaped opening for easy
- access to all gear Large main ventilated compartment and multi-use dual end pockets
- Secondary end pocket with accessory organization sleeves for smaller gear iFOM integrated foam panel construction
- throughout for added gear protection Telescoping pull handle and padded
- Easy grab end handles for transport 600D PVC / Tarpaulin
- Dimensions: 15" H x 18" W x 32" D
 Weight: 9 Lbs.
 Capacity: 8800 Cubic Inches



product available exclusively at your local Parts Canada Dealer







Alpinestars

Destination Roller Carry-On

MSRP: \$179.95

- · Capacity: 38 Litres
- Dimensions: 25"L x 14"W x 11"H
- Durable ballistic nylon
- Tough 600D Polyester contrast
- Main compartments with internal mesh pockets
- Lockable zipper pulls
- Sized for carry-on

Alpinestars

Excursion Roller

MSRP: \$239.95

- Capacity: 55 Litres (XL) 77litres
- Dimensions: 32"L x 16"W x 17"H (XL) 37"L x 17"W x 17"H
- Durable ballistic nylon
- Tough 600D Polyester contrast
- Large main compartments with internal mesh pockets

Alpinestars

XL Transition Gear Bag

MSRP: \$249.95

- Capacity: 88 Litre
- Dimensions: 38"L x 18"W x 18"H
- Durable ballistic nylon
- Tough 600D Polyester contrast
- Made from waterproof Tarpaulin material
- Sized to hold all protective gear
- Perforated Tarpaulin panels for venting for additional airflow



Ogio

Monster Rig 9800 Wheeled Bag

MSRP: \$339.95

- Structural Load Equalization Deck [SLED] wheeled chassis system Wide mouth LID opening for easy
- access to all compartments and specialty pockets
- iFOM integrated foam panel construction throughout entire bag for added protection
- Adjustable main compartment dividers for custom organization. Multiple zippered mesh
- organization pockets for garment, shoes, and accessories
- secure hold compression straps
- Oversized heavy duty treaded wheels

- Telescoping pull handle 600D poly, 420D dobby poly Dimensions: 16" H x 17" W x 36" D
- Weight: 14.2 Lbs. Capacity: 9800 Cubic Inches

Ogio (

Monster Spark Backpack

MSRP: \$59.95

- Multi-use high volume main compartment
- Secondary exterior compartment with organization panel

- Multi-use bungee storage straps
 High visibility reflective safety webbing
 Posh valuables pocket for digital accessories
- Dual side beverage/accessory holsters
 Contoured adjustable shoulder straps
 Padded back panel
 - Materials: 600D Poly PU2

 420D Dobby Poly PU2 /
 400D Nylon PU2
 - - Dimensions: 7" H x 14" W x 18" D
 - Weight: 1 Lbs.







motovan.com

EVS

Freighter Rolling Bag

MSRP: \$189.99

The EVS Freighter rolling bag is huge with plenty of pockets and padding to protect all your gear. A fold out changing mat is also included as well as large easy-roll wheels making it very easy for transportation. EVS calls it a rolling hauler for the heavy goods with enough room for all the essentials and then some. At 32" x 18" x 16", this heavy duty rolling gear bag is a must!



EVS

Knee Brace Bag

MSRP: \$37.99

Protect your investment with this padded bag, perfect for knee braces and other small protective braces and accessories. With its easy to carry side and top handles, carrying around your knee braces has never been easier due to its ideal size of $19" \times 10" \times 8"$.



Helmet Bag

MSRP: \$37.99

The EVS helmet bag is strategically designed with its soft double layered interior made to accommodate any type/size helmet keeping the helmet safe from dents and scratches. A large protected top zipper allows you to place and remove the helmet avoiding unwanted handling damages. Two large straps are placed for easy transportation. Another great feature about this bag is the large front pocket which is large enough to store a pair of goggles. The helmet bag dimensions are 16"x11.5"x12".



- Large main compartment design with ventilation and multi-use dual end pockets
- Wide mouth U-Shaped opening for easy access to all gear
- Secondary end pocket with accessory organization sleeves for smaller gear
- iFOM integrated foam panel construction throughout for added gear protection
- Side accessory valuables pocket
- Padded adjustable shoulder strap
- Easy grab end handles for transport
- Dimensions: 31.5" H x 15" W x 17.75" D
- Weight: 5.4 Lbs.
- Capacity: 9150 Cubic Inches



OGIO

RIG 9800

- SLED (Structural Load Equalizing Deck) System for increased durability and handling in the harshest of conditions
- Wide mouth LID opening for easy access to all gear compartments
- Large main compartment with adjustable dividers and padded helmet chamber
- Several multi-use LID compartments for apparel and smaller gear
- iFOM (integrated foam) construction throughout for added gear protection.
- Heavy duty oversized wheels with extra clearance
- Secure hold compression strap system
- Telescoping pull handles
 Dimensions: 34" H x
 16.5" W x 15.25" D
- Weight: 14.2 Lbs.
- Capacity: 9792 Cubic Inches





Gamma Sales gammasales.com 1-800-461-0271

Fly Racing

Roller Grande Bag

MSRP: \$169.95

- Size: 17" H X 16" W X 33" L
- 1680D Ultra-durable Nylon Construction
- Large Center Main Compartment to store your helmet, roost guard and gear
- Two Large Separate Pockets located on each end of bag allow for easy storage of boots and dirty gear
- Large Mesh Panels and Vent Grommets allow your dirty gear to breathe and dry
- YKK® Zippers industry standard, abrasion resistant zippers
- Telescoping Handle stows neatly when not in use
- Accessory Pockets located inside main compartment allow for neat and organized storage of all your goods, such as cell phone, MP3 player, keys, and small tools
- Integrated Mud Mat is accessible from the side of the bag to help keep you clean while changing
- Fleece-lined Goggle Pocket large enough to store extra lenses and goggle accessories
- Clear Exterior Business Card Sleeve for easy identification
- Durable Smooth-rolling Rollerblade Style Wheels
- Printed and Embroidered Logos and Graphics
- Adjustable Shoulder Strap Included
- Tool Storage Pocket



Fly Racing

Neat Freak Backpack

Removable Padded Shoulder Strap

Carry-On Duffle Bag

Size: 12" H X 12" W X 25" L

• Ultra-durable 840 Denier Nylon Construction

YKK® Zippers – industry standard, abrasion

Ideal for Carry-on Air Travel - or perfectly

· Separate Shoe Compartment - is just the

Custom Fly Print – with embroidered logos

Clear Exterior Business Card Sleeve - for

Comfortable Molded Rubber Carry Handles

sized for one set of riding gear

MSRP: \$74.95

resistant zippers

rest of your clothes

and TPR accents

easy identification

MSRP: \$79.95

- · YKK zippers
- Multi-level compartments are sized just right to store all your goods
- MP3 protective pocket is fleece-lined and includes an audio/headphone port for listening to your favourite tunes on the go
- · Water-resistant, fleece-lined sunglass compartment helps keep your shades protected during storage
- · Separate side-entry laptop compartment is closed up with a water resistant zipper and is also great for storing your favourite books or magazines
- Stowable waist belt comes out when you need it
- Unique hat clip allows you to carry your hat outside of the bag
- Internal organizer and stretch-mesh sleeves help keep everything tidy





OGIO

TRUCKER 8800

- · Heavy duty chassis with oversized treaded wheels
- Wide Mouth U-Shaped opening for easy access to all gear
- · Large main ventilated compartment and multi-use dual end pockets
- Secondary end pocket with accessory organization sleeves for smaller gear
- · iFOM integrated foam panel construction throughout for added gear protection
- Telescoping pull handle and padded, adjustable shoulder strap
- Easy grab end handles for transport
- Dimensions: 31.5" H x 15" W x 17.75" D
- Weight: 9 Lbs.
- Capacity: 9150 Cubic Inches





1-877-866-2275

Troy Lee Designs

SE Gear Bag Wheeled

MSRP: \$199.00

- L-33" x H-18.5" x W-15"
- Removable padded shoulder strap
- Outer pockets constructed with open holed grommets for ventilation
- Available with (wheeled) or without wheels (standard)
- Heavy-duty railed bottom adds extra rigidity and strength
- New sublimated print patterns



Troy Lee Designs

Basic Backpack

MSRP: \$75.00

- W 13" x H 19" x D 8" padded air-mesh back pads.
- Separate sunglasses pocket with soft sherpa lining.
- Heavy duty nylon construction with 8 compartments.
- · Water bottle holder with drawstring closure.
- Padded shoulder strap with 2 streamlined iPod / cell phone pockets.



This rolling duffel bag is the perfect companion for any sports trip. The padded goggle and helmet compartments and mesh divider help you keep your belongings organized while the ventilation holes and padded sidewalls keep everything safe and aired out. With 130 liters of space, it is great when you have a lot of gear to take with you.



Mica Sport Canada Inc. scott-sports.com (800) 667-6422

SCOTT

Duffle Gym Bag

MSRP: \$99.95

This 50 liter duffel bag is the perfect companion for shorter sports trips. The padded side compartments with ventilation rivets keep your dirty gear away from your clean belongings and the roomy main compartment lets you take a lot with you.



SCOTT

Padcase Bag

MSRP: \$89.95

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AMATEUR SPOTLIGHT MATT DAVENPORT



CATCHING UP WITH 2012 RICK JOSEPH AWARD WINNER, MATT DAVENPORT BY ALLISON KENNEDY DAVIES

Every season there is a little-known Intermediate rider who makes waves on the National circuit. This year was no exception as 16-year-old Fort St. John, BC native Matt Davenport had a consistent inaugural season racing the CMRC Monster Energy Motocross Nationals. Having raced the Parts Canada TransCan as a Junior in 2011, Davenport was anxious to see where he'd stack up in the deep Intermediate field at this year's amateur showdown. He battled hard all week, posting impressive finishes in all three classes and ultimately being named the 2012 Rick Joseph Award winner.



You had a pretty amazing first year as an Intermediate racing the Pro Nationals. Tell us a bit about your season.

I had a pretty good year in the West. I had planned to do all the rounds but I tore my sub-scapula in my left shoulder after Edmonton at the Raymond Amateur National, and I just got back in time to do Sand Del Lee and Walton.

So you made the jump from Junior to Intermediate and then lined up alongside the pros. Were you surprised how well it went?

I exceeded my goals but I lived in California all winter with Todd Schumlick and the Perform X guys. I was prepared for it. I was definitely expecting to be racing the Nationals but I didn't expect to be doing as well as I did, so I am definitely proud of that. My 12th place in the second Calgary moto was the highlight.

Todd Schumlick has groomed some pretty awesome talent in Canadian motocross, most recently with Shawn Maffenbeier. What is the program like?

Todd is unreal. I lived with him for three months and I have been on his program since last November. He is awesome. He really knows how to help you with the mental coaching part of the Nationals as well. That was a big thing for me. I had prepared my mind and my body was obviously prepared.

Tell us about your week at the Parts Canada TransCan.

The first time I was back on the bike was at Sand Del Lee so we kind of took a risk driving out there. By the time I got to Walton I felt pretty good. It had been seven weeks since the injury. That was a long week though because I did the Sand Del Lee National, raced all week, and then raced the Walton National. I did fairly well at the TransCan last year; I won the MX1 Junior class and earned the GPF award. I had a good year last year and another good year this year.

The racing in the Intermediate classes was amazing all week. What were some of your best battles?

The top five of us were all pretty even. It was just who wasn't making the mistakes really. The last MX1 moto, me, Deiana and DaSilva were matching each other the entire race. Deiana would make a little mistake and DaSilva would catch up to him, they'd both make a mistake and I caught up to both of them. There were a few races where I had to battle my way to the front and didn't get to ride with them, so that was a bit frustrating.

You finished third overall in MX2 Intermediate, 4th overall in MX3 Intermediate, and 5th overall in MX1 Intermediate. Were you happy with that?

That's kind of what I was expecting. I wasn't expecting to win; the East guys have more experience racing that class at that intensity. That week is even different than Nationals; it has a different vibe to it. In my MX1 motos, my clutch cable must have gotten



hit by a rock and came unhooked mid-moto. I had some bad luck with my bike only in two motos, and other than that I was pretty consistent top four or top five.

What did you think of the event? The track?

It's the best event in Canada really. This year was awesome with them adding the transponders, and all the changes the Lee family made to their land were awesome. The track was good. I won't say I liked it better than last year but change is always good. It was probably the best year and that event is awesome. It doesn't get much better for Canadian motocross.

You picked up the Rick Joseph Award this year, and it was the first time that award has been given to a rider outside of Ontario. What did you think when you heard your name and what did that honour mean to you?

That was cool. I was definitely surprised. I knew what that award meant and the

description—to be awarded to a rider with skill and good character—that's what I try to base my personality on, I'd like to be that person, so getting that award was very cool. Being recognized by the Lee family was huge for me. I wasn't really on the radar at the start of the Nationals this year, even when I did do fairly well, so getting that award was really cool. It meant a lot.

Well, that was some Intermediate year and you've earned National #62 for next year. What are your plans for the winter and next season?

I am moving up next season; that was the plan after the first National, to earn points and earn a number. This was just a trial year in the Pro class but I am definitely ready to move up, run my number and improve on my results. I will be getting back on the program soon and then going down to California between February and May. I'll then come home and race a little before getting ready for the Nationals.

Your parents have obviously made a huge commitment to your racing too?

Yeah, there is so much sacrifice in the family from money to all-around well being I guess. They put all their time and effort towards me, even living in the motorhome for a month at a time. Everyone in the family works hard and I couldn't do it without them.

Who do you want to thank for their help this year?

I had a lot of help this season and I'd like to thank Northgate Honda, PerformX, Walt's Automotive, D&T Disposal, Propile, Platinum Grover, Garreth with TMK Productions, AXO, Scott, Decal Works, Dialed in Suspension and my family.

Thanks for your time and we can't wait to see what you do next season.

Thank you.

AMATEUR SPOTLIGHT SCOTT CAMERON



CATCHING UP WITH SCOTT CAMERON: 2012 ALPINESTARS BRONZE BOOT WINNER

BY ALLISON KENNEDY DAVIES

The 2012 Parts Canada TransCan is in the books and while there were some great battles on the track, none were as compelling as the 9-moto duel between Junior racer Scott Cameron and Giver Racing teammate and friend Nicholas Jones. With Cameron ultimately picking up two championships and earning the most points of any TransCan rider, he was awarded the TransCans most coveted award: The 2012 Alpinestars Bronze Boot. We caught up with Cameron to find out more about his TransCan week and his thoughts on winning one of Canadian amateur racing's top honours.



Congratulations on winning the Alpinestars Bronze Boot? Did you have any idea you were in the running heading to the awards ceremony?

Ryan Gauld and I were talking on the podium after I won that last moto and we thought the points were close and we knew Michael DaSilva was in there too. My dad was trying to do the math, and then at the awards ceremony, my junior classes were right near the end, and Gauldy asked me to stay on the stage. I had a pretty good idea then.

What was your first reaction when they called your name?

I was totally speechless. They gave me the mic and I couldn't think of anything to say really. It was my goal to win the boot and I did it.

What were you goals heading into the TransCan and did you achieve them?

Honestly, my goal heading there was a top 10 finish but after the first moto, I started to re-evaluate that. After I knew I could win races, I was set on the championship in all three junior classes.

You won MX1 and MX3 Junior and picked up a second in MX2. Tell us about your week of racing?

Well the competition was from teammate Nick Jones. It was difficult to beat him because we ride together all the time and we choose all the same lines. So that was tough, I knew I had to get the starts if I wanted to come out on top. I seemed to do well when the track was rough, so in the motos that fell at the end of the day, I rode best. I finally got some good starts, starts

are not normally my strength so this was a great week for that to come together.

Your main competition seemed to come from Nicholas Jones and it was clear you two are both teammates and friends. What was that situation like?

Yep, Nick was my main competition and Steven Anderson was up there too, but he had some falls that kind of put him out of the championship running. Nick and I live like 20 minutes from each other and we ride together every week. His dad is my mechanic, we are teammates and we've been riding together since we were kids.

What was it like knowing the championships were going to come down to either him or you?

Before I got out on the track, I was super



nervous. It was cool though, because the championships were going to one or the other of us—it was still going to a teammate and a friend—so I wanted to win but I would have been very happy for him too. I know people say you can't stay friends in racing, but I don't think either of us could take the other out.

When did you start racing?

I started when I was 7 years old. I went to my first supercross and was hooked. My dad broke his leg racing and riding and so he had tried to keep me out of the sport, but clearly that didn't work. I got an 80cc and did some local races and then got into CMRC races and did Walton. This year I also went to Loretta's. I did okay there, I finished around 20th but I thought I did fairly well for my first attempt. It was great

training wise for Walton to be racing down there in the heat. When I came off the track here, I was feeling great. I rode 250C Mod and 450C Mod classes.

So with an awesome TransCan in the books, you will move up to Intermediate for 2013. What are your goals for the year?

Yep, I will be making the move to Intermediate. I am just going to take that in little steps at a time and see how that goes. I would love to be able to run in the top 10 in Intermediate, but those guys are going fast and I will have to work my way up. I'm not quite sure yet where I am going to be. We will see next year.

Past Bronze Boot winners have gone on to great success in the sport. What are your goals down the road?

It was pretty cool to be up with the big names who have won the Boot before, guys like Richard Grey. Winning it as a junior is a different, I am not ready to rank myself with those guys yet, but it would be pretty cool if I could keep my things going and be one of the riders people reflect on as a Bronze Boot winner who became a big name. For now though, it's one step at a time.

Who do you want to thank for helping you out this year?

I'd like to thank Giver Racing my mechanic George Jones, Vance from Precision Cycle Works, Smith Optics, Gaerne, my Mom and Dad, Lino Zecca and the Motocamp crew and my friend Taylor Ciampichini who was up there all week with me.



High Octane Human Performance

By Craig Stevenson B.P.E. (Hon)

Crazy for Coconuts

For those of you who actually read the back of this magazine on a regular basis, I thank you. You'll know my focus is on increasing performance through various means of nutritional manipulation, scientific training techniques and designing supplement programs that are specific to each rider. I firmly believe that being better prepared both physically and mentally is your edge to not only maximize the enjoyment you get from the sport, but to completely outsmart your competitors. Although I've been off bikes for a bit after my shoulder injury, I get a chance to be at most races in Ontario and some others scattered around the U.S. This is where the odd person recognizes me and wants to corner me with a question.

At this year's Walton GNC, I ran into a gentleman that had emailed me before asking some questions about distance riding, and how after riding for longer times in the heat his vision would start to get blurry plus other negative physiological changes would happen. He then prompted me with a question of whether or not coconut water was good for hydration and as an electrolyte replacement. This was not the first time I had been asked about this drink. Having been a major importer of certain coconut waters, I had taken a keen interest in the drink and it's benefits. Here was my response to the enquiry:

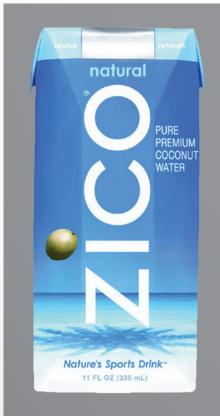
Peter, coconut water in its simplest form is great - it has many of the needed attributes for hydration and electrolyte consumption. Naturally it is considered fairly high in potassium but somewhat low in sodium. Your body always tries to maintain a balance of sodium and potassium in a 3:2 ratio. If one of these is lacking, your body will adjust the other down by forcing your body to secrete it in the urine. So, if you are going to use it [coconut water] as part of your hydration strategy, you have to ensure that as an athlete that sweats, you are also taking in a decent amount of salt in your diet as well.

Below is the nutritional profile for ZICO Coconut Water, which is one of the more popular brands - note that sodium is very low and potassium quite high.

Coconut water naturally has a lot going for it in comparison to many other traditional fluids that motocross/endurocross athletes normally use. Along with some needed carbohydrates and far more potassium than a banana, coconut water also naturally contains four other critical electrolytes — calcium, sodium, magnesium and phosphorous, making it a great option to be worked into any performance diet. Add the fact that many of the coconut water choices that are on the market today are also fat free, and you quickly understand that this drink can be a strong part of an athlete's success.

After breaking down coconut water to this level, my advice is to consider it as part of your pre-practice or pre-race ritual. It also has many positive attributes to help with post race recovery. Mix in a scoop of whey protein isolate right after you finish racing and you have a strong formula for muscular recovery.

Until next month, train hard and stay focused as the winter months descend on us. It's easy to get out of shape... and hard to get back in shape come spring. As always, don't be shy to email me at info@action-brands. com with any questions you may have on arm pump, training, nutrition, HemoFlo or anything else. And be sure to check out the latest articles and interviews online at www. ACTIONETIX.com.



ZICO Coconut Water

Nutrition Facts

Serving size: 14 Fl. Oz. (414mL)

Ingredients: 100% natural coconut water from

concentrate, natural flavors

Amount/Serving	% DV*
Total Fat 0g	0%
Calories 60	3%
Calories from fat 0	0%
Cholesterol Omg	0%
Sodium 160mg	7%
Potassium 569mg	16%
Total Carb 13g	4%
Dietary Fiber Og	4%
Sugars 12g	
Protein Og	0%
Calcium 27mg	3%
Phosphorus 30mg	3%
Magnesium 35mg	9%*

Percent Daily Values are based on a 2000 cal. diet

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EVOLVED NUTRETON



@EvolvedMX

By Drew Robertson

ood afternoon, good evening and good night...hey MXPers!!!! Summer is over, we've had a great year of racing, and now we are evaluating what to do for next year. Before I get into this issue's article, I just want to do two quick things: one, thank everyone for their emails concerning lower back pain, and two, congratulate Bobby Kiniry and Gavin Gracyk for finishing in the top four - BK second and Gavin fourth, both racing in the MX1 class!! I would also like to congratulate RJ Roy on his impressive finish at Walton, finishing 3rd overall in Intermediate MX3.

Now on to the good stuff, so to speak: Over the years while writing for MXP, I have talked about scheduling and making a plan for not only your workouts but your riding as well. What I want to touch on is why and how we make and build in proper progressions to our workouts. Alright, where do we start? Well, first off, we have to have goals. Before you go saying I want to get in better shape, let's be more specific. Do you need more strength, more endurance, or more mobility? We pick one area, maybe two and focus on those. Not saying we don't touch on other areas, but the main focus and volume of our training will be on those areas we choose. For example, we pick strength and mobility, then test; I always test my athletes because without testing how do we know we are getting better.

With strength, in terms of motocross, let's pick the dead lift as our target exercise for testing. Warm up then over 5-6 sets add weight and lift while maintaining proper form until you find your 3 rep max. Unless you're an experienced lifter, I don't recommend dropping all the way down to your one rep max. Now we have our baseline in terms of strength. For mobility I use movement pattern

testing and various measurements like the sit and reach to determine someone's overall mobility. Again, like the dead lift test, these are to help us form a baseline then in 4-5 weeks we re-test to see how we are doing.

I mentioned at the very start of this - proper progressions. What does that mean? I break my training plans down for my clients into four week phases, and in terms of workload progression, these weeks would look like this:

WEEK 1: HIGH WORKLOAD WEEK 2: MEDIUM WORKLOAD WEEK 3: VERY HIGH WORKLOAD WEEK 4: LOW WORKLOAD

RECOVERY WEEK

There is more to progression than just workload. We can also talk about exercise choice in terms of progression. Let's look at a squat pattern. Let's say a basic body weight squat is our first step, making sure we achieve 90 degrees of flexion at the hips with our chest and head upright, and deviation through the knees in relation to the ankles. The next progression could be a squat while holding dumbbells by your side then holding the dumbbells up at shoulder height. A further progression would be to do a back squat with a bar then maybe the final progression would be a front squat with a bar or even an overhead squat. The point here is to start off with a very basic movement pattern and perfect the pattern before 'challenging' yourself with a more complex version. I think this is one of the biggest mistakes people and trainers make nowadays. We see another athlete or hear of these incredibly hard workouts involving complex movement patterns and we try to copy them before we truly understand how to do the exercises properly.

One of the most complex movements is the Olympic lift called the snatch. It's what we refer to as a triple

extension exercise. I have walked into gyms and seen horrific, even scary 'versions' of this exercise being taught and performed. I ask the person or trainer, why do that lift? Some will say because it's hard, others because they are looking to add power or hip drive performance to their program. Just because an exercise is hard doesn't mean it's a right fit for you, and if the exercise is performed wrong it can cause serious injury. Progression: proper progression is key. You are far better off to perform a less complex exercise properly than you are to try a complex exercise and do it wrong. Begin by getting the calendar out, start off with your testing days, then for each week add volume (number of sets) and intensity (add weight) to your workouts to match the pattern I laid out above. During the four week program, try adding some exercise progressions but be smart and safe when you do. Get a well qualified trainer to help you if you're unsure about how to do an exercise. I have laid out a sample of a four week progression showing added volume and intensity as well as exercise progression.

Look through my example and you'll see how I added volume in terms of sets, added exercise progressions for both the push up and the squats, varied the length of time in the front bridge hold, as well as increased and then decreased the number of sets for the rowing. This is just an example. Any and all progressions should be based upon individual testing and development, but I hope it gives you an idea about how to plan proper progressions into your workout plans!!!

If you have any questions concerning the topic of progressions, conditioning or nutrition, please contact me at: drew@evolvednutrition.com and follow me on Twitter: @EvolvedMX \[\] \[\

WEEK 1 - DAY 1

	DWU - dynamic warm-up
COMPLETE 5 ROUNDS	Push ups x 20
	Rest - 45 second
COMPLETE 5 ROUNDS	Body weight squats x 40 - touching large med ball to ensure proper depth on squat
	Rest - 45 seconds
COMPLETE 6 ROUNDS	Core: 30 second front bridge
	30 second rest
	Cardio: Row 5000 M

WEEK 2 - DAY 1

WEEKE DAIL	
	DWU - dynamic warm-up
COMPLETE 5 ROUNDS	TRX or ring push ups x 15 - start at about 45 degree angle, increase if movement done well
	Rest - 45 seconds
COMPLETE 5 ROUNDS	Single leg squats using TRX or rings x 20 per side
	Rest - 45 seconds
COMPLETE 4 ROUNDS	Core: 45 second front bridge hold
	30 second rest
COMPLETE 4 ROUNDS	Cardio: Row 1000 M
	Rest - 2 minutes

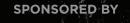
WEEK 3 - DAY 1

	DWU - dynamic warm-up
COMPLETE 3 ROUNDS	TRX or ring push ups x 15
	Rest - 30 seconds
COMPLETE 4 ROUNDS	Push ups x 25
	Rest - 45 seconds
COMPLETE 3 ROUNDS	Single leg squats with TRX or rings x 20 per side
	Rest - 30 seconds
COMPLETE 5 ROUNDS	Body weight squats x 50
	Rest 45 seconds
COMPLETE 5 ROUNDS	Core: 45 second front bridge hold
	Rest - 30 seconds
COMPLETE 5 ROUNDS	Cardio: Row 1000 M
	Rest - 2 minutes

WEEK 4 - DAY 1

	DWU - dynamic warm-up
COMPLETE 2 ROUNDS	TRX or ring push-ups x 20
	Rest - 45 seconds
COMPLETE 3 ROUNDS	Push ups x 20
	Rest - 45 seconds
COMPLETE 2 ROUNDS	Single leg squats with TRX or rings x 15 per side
	Rest - 45 seconds
COMPLETE 3 ROUNDS	Bodyweight squats x 50
	Rest - 1 minute
COMPLETE 4 ROUNDS	Core: Front bridge x 45 seconds
	Rest - 30 seconds
COMPLETE 3 ROUNDS	Cardio: Row 1000 M
	Rest - 2 minutes





ON THE CUTTING ROOM FLOOR



Spesh

With Marc Travers, Photos by MXP Staff

here may not be a man with more nicknames than Special Boy. Honestly, most of us go through life just waiting for someone to give us a really good nickname. When I was nineteen I was given the nickname Trapper. It's a long story, but it has been a good handle for most of my life. For as long as I have known Brett Lee, his nickname has been continually morphing into a string of well constructed by-lines, all as familiar as the first one. Special, Special Boy, Spesh, Betty, Betty Lee, Knub (my personal favourite), Blee and finally his beloved Melody's pet name for Brett, "Poopy". I am laughing right now just thinking of how people around the track would use one of Blee's nicknames in regular conversation as if it were his real name and that everybody in the conversation knew exactly who you were talking about. I guess that is what a good nickname does, takes the place of your proper handle. I will always remember laughing my ass off with "Chick" Schumilas when we would be referring to something on the track and how "Betty" was dealing with it. Man, funny stuff. To be honest, the only guy I know with more nicknames is Gauldy, but that is another story altogether, right BP Genes?

I am using this intro to temper an emotional goodbye to a really good friend. I know it's not the last time I will see Brett. Our friendship will go on for a long time, but this year's race at Walton may have been the last time I will have had the pleasure to work with one of my best buds in a capacity that had become almost as familiar as waking up. The Nationals and Special Boy - a worthy combination! I look forward to Brett's evolution as he takes a big step forward. He will certainly find his way, good people always do, especially when they have the type of work ethic the Knub has. Brett and I have spent a lot of time bouncing things off each other at the nationals and away from the track. He is a doer, a thinker, and a leader, and maybe most importantly a really good people person. I think that is why he was so successful at what he did for the Nationals.



He was the cohesive unit that kept things together, especially in times of duress. The glue as they say. Brett and I started working the Nationals right about the same time, so since 1998 we have seen just about everything there was to see, from crazy weather, to torn open thumbs, massive fires, whiskey drinking, draft beer trailers, mouthwash feet, original trackside correspondence, shovelduck puppet shows, to solid event organization. Brett will be missed, and he will be hard to replace. Good luck young fella...

A good man goes into the Canadian Motorcycle Hall of Fame...

I'm not sure how many of you know this but Pierre Corbeil is being inducted into the Canadian Motorcycle Hall of Fame this fall. In a press release put out by the CM-HoF on September 5th, Corbeil's induction was announced:

"The Canadian Motorcycle Hall of Fame is pleased to announce the eighth member of the class of 2012. Pierre Corbeil will be honoured at the Seventh Annual Canadian Motorcycle Hall of Fame Induction Banquet and Reunion, which takes place on November 3, 2012 at the Delta Centre-Ville in Montreal, Quebec.

In 1977, Pierre Corbeil's creation of the Montreal Supercross in Montreal Olympic Stadium heralded a new age for motorcycle competition in Canada. Motorcycling has enjoyed a rich history in this country, but this event would make Montreal a motorcycle mecca. "Drawing over 50,000 spectators each year, Montreal Supercross is the biggest motocross event in Canada," said Hall of Fame chair Kellee

Irwin. "We owe a great deal to Pierre Corbeil's vision and commitment."

There is probably no irony that as Pierre Corbeil has announced this year's MSX was to be his last and the fact that he is getting inducted in to the CMHoF. Let's be honest, Pierre deserves this nod. I think the Hall of Fame is an excellent idea and is very important in maintaining the historical base of whatever the future of motorcycles and/ or motorcycle racing holds in this country. Remember, without history, we have no future. A guy could get excited about some of the up-incoming inductees like JSR, Marco Dube (maybe), Darcy, Mark Stallybrass... the list of the next "ones" could get long and have a definite MX swing. Regardless, congratulations Pierre, I hope you enjoy this well deserved honour!

Who's Next?

Watching Cole Thompson race around the confines of the Big O race course conjures up all kinds of questions about who's next? There is no question Cole is the next big thing to make it, and compared to most, Cole has the type of skills that really could translate into something south of the border or maybe even across the pond, let's not rule that out. I don't consider Dean Wilson a Canadian, obviously he doesn't either, but he did learn his race craft here, which I suppose counts for something, but I'm not including him in my list. Cole, Jeremy, Kaven, these are young Canadians (with a capital C) that we can really get behind. To me, this is exciting. I know Benoit and Medags have already been Pros for a few years but these lads have a lot of racing left to go. Cole has just started to dip his toes in the water and it looks like it's the right temperature. The question is - who is going to be next? I think it is going to be exciting to watch the talent develop. The young Canadian MX2 pilots like Kaelin, Bles and Grey, or the talented intermediate field in Canada has me looking forward to the Walton Trans Can when we will once again bring together the best of the best in Canadian Amateur MX. 2013 looks like it will be a good year.

We'll, that's it from the MX desk in Burlington. I hope you had a great 2012 summer and are looking forward to an even better fall and winter. Hockey in the Travers house is at the rev limiter, and to be honest, I am looking forward to not missing a faceoff of an exciting Minor Bantam year. I'll see you at the rink!

Travers...OUT MAG

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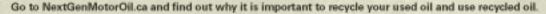
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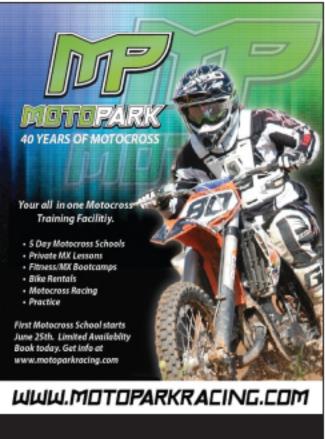
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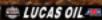
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